

COACH

MART

The weekly for the coach industry

Issue 627 £1

February 21, 1991



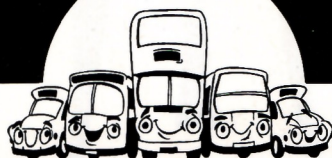
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JUST A FEW EXAMPLES

1975 BRISTOL VRT (Gardner 180 engine), 74 seats, ECW (low bridge), MoTs Feb & May 1991. Choice of 2- **NOW ONLY ONE.** Stock No M012 & M013.

Price£2,950.....**£2,500**

1983 DAF DKTL Moseley Alpha GT 19 seats, toilet, wired for video, TV, drinks machine etc, new gearbox (Aug 1991).

Price£20,000.....**£18,500**

1983 (Sept) FIAT BEJA Moseley Continental, 18 seats, 5 speed gearbox, power door, radio/ cassette, red curtains, luggage pen, all white, MoT 16/01/92. Stock No M017.

Price£7,950

1985 LEYLAND TIGER 245 Duple Caribbean II, 48 recliners plus courier, toilet, double glazed windows, curtains, seat back tables, power door, drinks, fridge, twin fuel tanks, Webasto, driver's bunk. Stock number M020.

Price£29,950

1988 DENNIS JAVELIN 11 metre Duple 320, 53 seater, power door, tinted windows, exhaust brake, soft trim, speed limiter, cherished plates - 429 and 430 UFM. Choice of two. Stock numbers M018 and M019.

Price£47,500

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BOVA 1985 FUTURA FHD 12.280
INTEGRAL 12M, 49/53 str., (44/48
recliners + 5 fixed at rear),
beige/brown moquette, centre sunken
demountable toilet, continental door,
courier seat, curtains, power entrance
door, double glazing, Webasto heating,
wired TV. + video, drinks machine,
cream/red/gold.
M.O.T. JANUARY 1992 **£52,500**

BOVA 1984 FUTURA FLD (LOWLINE)
12.280 INTEGRAL 12M, 53 str., (48
recliners 5 fixed at rear), beige/brown
moquette, continental door, courier
seat, curtains, double glazing, power
entrance door, Webasto heating,
cream/red/gold.
M.O.T. MARCH 1992 **£38,000**

DENNIS 1989 JAVELIN DUPLÉ 320
11M, 53 recliners, red/fawn moquette,
tinted side windows, power entrance
door, white/blue/orange.
M.O.T. NOVEMBER 1991 **£52,500**

DAF 1982 SB2005 PLAXTON
SUPREME 12M, 53 str., red moquette,
power entrance door, drinks machine,
all white.
M.O.T. NOVEMBER 1991 **£19,500**

LEYLAND 1981 (DECEMBER)
LEOPARD PLAXTON SUPREME 12M,
53 E-type str., semi-automatic gearbox,
blue moquette trim, power entrance
door, Bristol dome, white/cream/brown.
M.O.T. NOVEMBER 1991 **£18,500**

LEYLAND 1987 TIGER 260 DUPLÉ
320 12M, 50 recliners, grey moquette,
power door, toilet, servery, suspension
raise system, all white.
M.O.T. FEBRUARY 1992 **£47,500**

DAF 1983 DKFL VAN HOOL ALIZEE-H
12M, 48 recliners, brown moquette, rear
floor mounted toilet, continental
entrance door, Webasto heating,
driver's berth, power operated entrance
door, courier seat, curtains, wired TV.
+ video, white/grey/red.
M.O.T. FEBRUARY 1992 **£42,500**

DAF 1982 (LATE) DKTL PLAXTON
SUPREME 12M, 57 str., red moquette,
power entrance door, curtains,
white/brown.
M.O.T. OCTOBER 1991 **£25,000**

LEYLAND 1982 (AUGUST) TIGER
245 PLAXTON VIEWMASTER 12M,
semi-auto gearbox, 49 recliners,
red/orange moquette, courier seat,
power entrance door, tinted side
windows, curtains, o/s/r sunken toilet,
continental door, water boiler, fridge,
wired TV. + video, grey/duo green.
M.O.T. MARCH 1991 **£29,500**

VOLVO 1984 (AUGUST) B10M
PLAXTON PARAMOUNT 3500 12M,
49 recliners, beige/red moquette, rear
sunken toilet with continental door,
driver's berth, courier seat, Webasto
heating, TELMA retarder, drinks
machine, curtains, tinted double
glazing, power entrance door, wired
and boxed for TV. + video, silver/blue.
M.O.T. JULY 1991 **£47,500**

QUALITY & VALUE ASSURED

COACH

Issue 627 £1

MART

February 21, 1991

5 News: West Midlands Travel has been propping up its Central Coachways subsidiary; Sun Living Ltd of Worthing has crashed; New commuter services for Metrobus; Eurocoach Ltd directors and Malcolm Morris are accused of huge VAT fraud.



WMT props up Central Coachways subsidiary—page 5

12 Fleet Update: Geoff Amos buys his first DAF SB 3000; Armchair confirms its switch to bus operation; a West London operator buys for film location work; long-term reliability is important in Shetland and Orkney.



£1,000 reward for coach arsonist—page 6

15 Letters: A West Midlands business consultant accuses WMT of anti-competitive practice; the Coach Operators' Federation invites membership; Nostalgia Corner looks at a classic model.

17 Diary: *Mealstop* finds open-top bus tours in the snow; joy-riding pensioners are discouraged.

19 On Target: *Marksman* suggests ways to exploit opportunities.

21 COVER STORY Legal advice: Solicitor Barry Prior suggests the best ways to avoid trouble with the traffic commissioner.

25 Licensing & Legal: St Austell operator had its licence revoked; Luton & District is given a severe warning.

29 Coach Tours & Excursions: All the latest tourism news of interest to coach operators.



How to keep clear of the traffic commissioners—page 21

COMMENT

THE last minute cancellation of BCC's Coaching Conference is a sad reflection on today's industry.

When times are tough - and they don't get much tougher than they are now - it is tempting to cut down on any expenditure that isn't directly linked to keeping coaches on the road and passengers in coaches. But that very natural reaction can often lead to a downward spiral of lower margins on existing business and no investment in the future.

Surely by investing both time and thought in serving your customers' needs, you can ensure that you not only keep your vehicles running, but more importantly that they are running for profit. Both now and in the future.

Whilst there were other parts of BCC's Coaching Conference aimed at improving the future for coach operators, it is the key subject of customer service that must be singled out as being of overall importance for UK coach operators.

Coachmart has long championed the cause of running businesses profitably and believes that if a customer gets the service they rightly expect, they will be prepared to pay a realistic price. Our continual quest to provide you with the very best editorial information to enable you to do this takes another step forward in next week's issue with the introduction of a new monthly feature, *Coachmart's Counter Check*.

Each month we will be mystery shopping coach tour operators throughout the UK. We will then report on the standard of service, knowledge and efficiency that we, as potential customers, encounter. The mystery shopping will primarily be done by phone and operators will be chosen without prejudice from Yellow Pages. By drawing attention to both the positive and negative sides of our industry, we hope to encourage every operator to take a long hard look at how you and your competitors sell your business.

Some of you will no doubt be embarrassed when your low standard of service is reported. But, remember, this information will not be reaching the general public and if you act to improve your company's customer service, enquiries will turn into business. Business which will then be repeated and your future will look a whole lot rosier.

Remember customers are our future.

STUART JOHNSON**SCANIA**

BUS AND COACH DISTRIBUTOR

USED VEHICLE SELECTION

SCANIA

87 (D) Scania K112TR Plaxton 4000. 5 speed splitter GB, CAG, Telma, int side lockers, ducted heating, power door, Cont. door, driver's bunk, toilet, drinks machine, TV/video, radio/PA/cassette, curtains, 67R seats, int brown stripe, ext white, MoT 24.04.91. **£99,850**

89 (G) Scania K113CR Van Hool Alizee H, GS772 GB, front & rear air suspension, power door, parallel action lockers, Webasto, centre sunken toilet, provision for driver's bunk, double glazing, decorative curtains and blinds, chill box, water boiler, TV/video, radio/PA, 53/49 reclining seats + C, int grey stripe, ext white/blue, MoT 25.07.91. **£98,750**

88 (F) Scania K113CR Van Hool Alizee H, GS772 GB, kneeling, Tempo 100, parallel action lockers, chill box, water boiler, TV/video, radio/PA, 53/49 R seats + C, int grey, ext white/blue, MoT 13.11.91. **£92,750**

87 (E) Scania K92CR Plaxton 3200, man GB, wheel discs, integral side lockers, power door, ducted heating, toilet, radio/PA/cassette, 55 seats, int brown stripes, ext white, MoT 15.07.91. **£74,500**

89 (G) Scania N113CRB Alexander S/Deck, GAV771R GB, front and rear air suspension, 53 bus seats, 24 standees, ext white/green, MoT 01.08.89. **£65,000**

89 (F) Scania N113CRB Alexander S/Deck, GAV771R GB, front & rear air suspension, 53 bus seats, 24 standees, ext red, MoT 30.05.91. **£62,500**

DAF

88 (B) DAF MB 230DKVL Plaxton 3500, ZF 6 speed man GB, ducted heating, power door, Cont. door, int side locker, curtains, radio/PA/cassette, 53R seats, int grey/orange, ext white, MoT 17.04.91. **£85,000 £79,500**

89 (F) DAF MB200LB Caetano Algarve, 6 speed splitter ZF man GB, ducted heating, power door, Cont. door, integral side lockers, centre de-mountable toilet, curtains, 53R seats, int brown/grey, ext red. **£84,500 £79,500**

89 (F) DAF SB2300 ATI CAETANO ALGARVE, ZF 6 speed manual gearbox, wheel discs, Cont. door, curtains, 53 reclining seats, int grey/brown, ext white, MoT 5.4.91. **£84,500 £79,500**

89 (F) DAF SB2300 DUBLE 320 SL, ZF 6 speed manual gearbox, wheel discs, ducted heating, power door, integral side lockers, radio/PA/cassette, 57 reclining seats, ext white, MoT 31.5.91. **£74,500 £69,500**

84 (A) DAF MB200 DKFL Caetano Algarve, man ZF 6-speed splitter GB, pannier lockers, power door, Cont. door, ducted heating, curtains, radio/PA/cassette, 53 seats + C, int two tone red stripe, ext white, MoT 30.05.91. **£45,950**

84 (A) DAF SB2300 Plaxton 3200, ZF manual splitter GB, wheel discs, integral side lockers, plug power door, TV/video, curtains, radio/PA/cassette, 53F seats, int brown, ext white, MoT 13.04.91. **£39,750**

82 (X) DAF DKTL Plaxton Supreme V, ZF 6-speed splitter GB, 2 side lockers, power door, heating + rack heating, curtains, radio/PA/cassette, 51R seats + C, int red/orange, ext white/blue, MoT NEW. **£27,750**

VOLVO

87 (D) Volvo B10M Plaxton, ZF GB, pannier side lockers, express power door, ducted heating + auxiliary, driver's bunk, continental door, C/sunken toilet, drinks machine, double glazed, curtains, TV/video, radio/PA/cassette, 49 seats, int grey/red, ext white, MoT 16.05.91. **£79,950**

VOLVO

87 (D) Volvo B10M Plaxton 3500 Highline, 6 speed ZF GB, Telma, side lockers, driver's bunk, ducted heating + Webasto, power door, Cont. door, centre toilet, tinted D/G, radio/PA/cassette, 49R seats, int brown/orange, ext white, MoT *21.02.91. **£79,950**

87 (E) Volvo B10M Ikarus Blue Danube, 6 speed ZF GB, wheel discs, pannier lockers, power door, centre Cont. door, driver's bunk, toilet, double glazing, TV, radio/PA/cassette, 49 + C, int grey/red stripe, ext white, MoT 29.11.91. **£69,500 £64,500**

83 (Y) Volvo B10M DP Plaxton 3200, 6 speed ZF GB, tools, power door, curtains, radio/PA/cassette, 55R seats, int orange/brown, ext cream/orange, MoT 17.02.92. **£44,750**

83 (Y) Volvo B10M DL Plaxton 3200, 6 speed ZF GB, wheel brace and jack, wheel discs, power door, 1 side locker, curtains, radio/PA/cassette, 50R + 5F seats, int orange/brown, ext cream/orange, MoT 07.02.92. **£44,750**

80 (V) Volvo B58 Plaxton Supreme IV, ZF GB, wheel discs, Telma, 2 side lockers, 2 heaters, toilet, radio/PA/cassette, 48 E-type seats, int brown stripe, ext white, MoT 28.06.91. **£24,500**

77 (S) Volvo B58 Duple Dominant II, 5-speed GB, wheel discs, power door, radio/PA/cassette, 57 seats, int brown stripe, ext cream/green, MoT+. **£9,950**

LEYLAND

87 (D) Leyland Tiger Jonckheere, 6 speed ZF splitter GB, power door, side locker, N.S.R. toilet, radio/PA/cassette, 50R seats + C, int two-tone grey, ext white + pink/maroon, MoT 03.04.91. **£69,500**

86 (C) Leyland Royal Tiger Van Hool Alizee SH, ZF GB, tools, wheel discs, power door, int. side lockers, centre toilet, curtains, drinks machine, double glazing, Cont. door, driver's bunk, radio/PA/cassette, 49R seats, int brown, ext white/maroon, MoT 22.02.91. **£64,500**

86 (C) Leyland Tiger 260 ZF Duple 340 SLX, Telma, Eberspacher, ducted heating, autolube, R/S toilet, power door, 2 side lockers, Cont. door, radio/PA/cassette, Kysur blind, 50R seats, int grey, ext white, MoT 25.07.91. **£59,500**

86 (C) Leyland Royal Tiger Doyenne, ZF 6 speed GB, integral side lockers, wheel trims, power door, centre toilet, radio/PA/cassette, 47R seats + Courier, blinds, int blue/grey, ext green/gold, MoT 15.03.91. **£55,000**

85 (B) Leyland Tiger 245 Duple Caetano, air suspension, ZF 6 speed GB, toilet, tinted double glazing, power door, ducted heating, radio/PA/cassette, 48R seats, int brown/red, ext white, MoT 03.07.91. **£49,500**

85 (B) Leyland Tiger Duple Caetano, air suspension, ZF 6 speed GB, toilet, tinted double glazing, power door, ducted heating, radio/PA/cassette, 48R seats, int brown/red, ext white, MoT 03.07.91. **£49,500**

85 (B) Leyland Tiger Duple Caetano, air suspension, ZF 6 speed GB, toilet, tinted double glazing, power door, ducted heating, radio/PA/cassette, 48R seats, int brown/red, ext white, MoT 15.05.91. **£49,500**

82 (Y) Leyland 218 Plaxton Supreme, 6 speed manual ZF GB, power door, side locker, radio/PA/cassette, 57 seats, int brown/grey, ext white, MoT 24.10.91. **£27,500**

82 (Y) Leyland Leopard Duple Dominant IV, 6-speed ZF GB, wheel jack, 2 heaters, power door, side lockers, radio/PA/cassette, 55 seats, int brown, ext white, MoT NEW. **£19,950**

82 (Y) Leyland Leopard Duple Dominant IV, ZF GB, power door, SBG dome, 4 heaters, curtains, radio/PA/cassette, 53R seats, int blue/grey, ext white, MoT 28.03.91. **£19,750**

81 (W) Leyland Leopard Plaxton Supreme, semi auto GB, jack and wheel brace, Webasto, power door, N/S rear toilet, curtains, drinks machine, radio/PA/cassette, 48 seats, int blue, ext white, MoT 08.05.91. **£17,500**

78 (T) Leyland Leopard Plaxton Supreme, s/auto GB, power door, Webasto, side locker, 49 seats, int grey/orange, ext red/cream, MoT 09.06.91. **£14,750**

78 (S) Leyland Leopard Duple Dominant II, Wombwell Coaches, s/auto GB, power door, 2 side lockers, heating, radio/PA/cassette, curtains, 47R seats, int brown/orange, ext white/orange, MoT 15.06.91. **£8,000**

M.A.N.

82 (PP) MAN Van Hool Acron, ZF 6 speed GB, wheel discs, centre Cont. door, driver's bunk, centre toilet, auxiliary heating, 1 side locker, drinks machine, fridge, TV/video, blinds, 49R seats + C, int brown, ext white/blue/silver, MoT 17.03.91. **£37,500**

A.E.C.

75 (P) A.E.C. 6 speed ZF GB, power door, side locker, N.S.R. toilet, radio/PA/cassette, 50R seats + C, int two-tone grey, ext white + pink/maroon, MoT 03.04.91. **£69,500**

BEDFORD

85 (B) Bedford YNT Duple Dominant II, ZF 6 speed GB, power door, side locker, N.S.R. toilet, radio/PA/cassette, 50R seats + C, int two-tone grey, ext white + pink/maroon, MoT 03.04.91. **£69,500**

82 (X) Bedford YNT Duple Dominant II, ZF 6 speed GB, power door, side locker, N.S.R. toilet, radio/PA/cassette, 50R seats + C, int two-tone grey, ext white + pink/maroon, MoT 03.04.91. **£69,500**

86 (C) Bedford YNT Duple Laser II, man GB, wheel discs, power door, ducted heating, 2 side lockers, radio/PA/cassette, 53 seats, int fawn stripe, ext green/beige, MoT 17.05.91. **£32,500**

75 (N) Bedford YRT Plaxton Elite III, manual GB, 1 side locker, express power door, radio/PA, 53 seats, int red, ext white/red/orange, MoT. **£1,250**

MINIBUS

84 (A) Bedford PJK Reeve Burgess Welfare Spec., manual GB, 2 side lockers, power door, 2/3 heaters, 14 seats + wheelchair fittings, int brown/orange moquette, ext blue, MoT 27.02.91. **£17,450**

DOUBLE DECKS

Daimler Fleetline and M.C.W. D/D to the following specification - First Reg. 1976/77, Park Royal and MCW bodywork, Gardner LXB engine, auto, power steering, 76 seats, int red PVC, ext white **£6,950 £5,750**

PART EXCHANGES WELCOME

Stuart Johnson Ltd., Bus and Coach Centre, Claylands Avenue, Worksop, Notts S81 7DJ
Tel: 0909 500822. Fax: 0909 500165

COACH

WMT cash props up Central

AS the dust settles on the row over Greater Manchester PTE-controlled Charterplan's rock-bottom pricing (*Coachmart*, January 24), we can reveal that soon-to-be-privatised West Midlands Travel has been propping up its Central Coachways subsidiary.

WMT last year extended the pay-back period for a £634,281 interest-free loan to Central Coachways despite the fact that the coaching subsidiary lost £241,386 in the '89/'90 financial year.

The 33-coach operation would have been technically insolvent without its WMT support, reveals a letter from WMT directors James Isaac and Don Colston to the auditors last September.

It admits that Central Coachways would not be a 'going

concern' without the cash, and offered a further year's interest-free credit.

Accountancy professional Mark Gauden - who has studied the firm's accounts - said the procedure was quite common during NBC days.

He told *Coachmart*: 'Everything is, of course, quite legal and correct. The company has used all means possible to show Central Coachways in the best possible light.'

Mr Gauden says the accounts show no additions to the Coachways fleet despite the fact that many modern coaches are being run. And fees have been paid by WMT to Central Coachways for the 'administration' of WMT private hire.

If the loan had gathered interest, says Mr Gauden, the true loss may have been

around £300,000 for the year.

He said: 'That's quite an achievement for a coach operation of around 30 vehicles.'

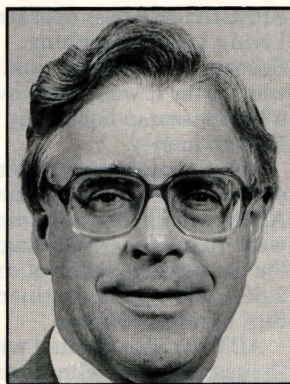
'Clearly a mismatch between prices and costs exists to the detriment of the local coach industry.'

'From the consumer viewpoint, the short-term benefit of underpriced coach facilities will, I fear, have the inevitable 'sting in the tail' of a reduction in competition and consumer choice.'

WMT chairman James Isaac denied that Central Coachways was a loss leader for his giant municipal company.

He said: 'We would be in a less beneficial state if we were to close it tomorrow. The loss of income would be greater than the saving of costs.'

He also denied that big company money



WMT chairman James Isaac: denies Central Coachways was a loss-leader.

allowed Central Coachways to undercut its local competitors.

He told *Coachmart*: 'During the last year we have doubled our private hire charges for new customers.'

'We are now looking for a minimum rate of £300 a day for private hire.'

● Read Mr Gauden's letter on page 15.

BUS

Profits are likely to fall

JAMES Isaac has warned that West Midlands Travel's profits could be halved in 1991 for the second year running.

He expects WMT's pre-tax profits to be as low as £4.5 million in 1990/91 - down from nearly £8 million in 1989/90 and £14.9 million the year before that.

The recession and downturn in high street shopping is currently keeping revenue down by about £19,000 a week, said Mr Isaac. Fares had also been kept down in the face of impending privatisation.

Because of the complexity in the share structure and employee's pensions, the management and employee buy-out of WMT is now not due to be finalised before May.

SBG BUYOUT

Kelvin Central Buses is sold

KELVIN Central Buses Ltd has been sold to its management and employees as part of the Government's sell-off of the Scottish Bus Group.

Kelvin Central is the fifth SBG company to be sold, following Lowland, Scottish Citylink and Eastern, which were all sold to their respective management/employee teams, and Midland, which was sold to GRT Holdings.

Four other SBG companies - Northern, Strathgairn, Western and Fife - are currently the subject of sale negotiations.

Kelvin Central runs a fleet of 492 buses from six depots.

It employs 1,608 staff.

BUS

Sacked Crosville Wales' drivers set up on their own

DRIVERS sacked from troubled National Express subsidiary Crosville Wales are planning to set up their own bus company.

About 30 former drivers are believed to be currently seeking financial backing for their rival operation. The drivers intend to compete with what is left of Crosville's bus services in Wrexham.

Some 120 drivers were dismissed from Crosville Wales after last year's strike over pay and conditions. Around half are still picketing the company's Mold Road depot in Wrexham and plan to stay there until it closes on February 24.

Roy Dolan, a TGWU representative who is organising the drivers, said 18 of the 30 drivers had already committed £3,000 each to the rival firm, which is seeking backing from the Welsh Co-Operative.

'This indicates that they still don't know what the dispute was all about,' said Crosville Wales managing director, John Rimmington. 'There is just isn't the money out there to support more bus services.'

'But,' he warned, 'if we need to respond to any new entrant in the market then we will.'

Drivers are also waiting for a date for an industrial tribunal at which they will claim they were illegally sacked.

TOURS



Bakers Coaches: absorbing 220 coach movements.

Bakers Coaches gets into tours

BAKERS Coaches of Biddulph is launching an eleventh-hour tour programme to soak up coaches contracted to the defunct Lewis Group.

Though subsidiary the Lewis Travel Group was bought by United Co-operative - which acquired the goodwill from receivers when the retail chain was wound up - two staff from Lewis' have joined Bakers' board and are planning a holiday coup.

Former Lewis'

controller Alan Jones and another ex-employee, Dawn Ratcliffe, are now the directors planning an ambitious programme which should absorb 220 coach movements - about £300,000 turnover - during the year.

'Lewis Travel was very profitable,' said Mr Jones.

'We now intend to develop our own programme of UK, continental and Channel Isle tours within Bakers.'

BRIEFS

● ONE of the industry's best-known characters and drivers, Vincent Flynn, has died aged 81.

Mr Flynn started driving when he was 21, and held a PSV licence continuously for a 52-years span.

A lifelong friend of Driver of the Year Terry Shaw of Barnsley, he was well-known himself during the 1970s for his own driving skills in the competitions at Brighton and Blackpool.

He leaves a widow, Rita.

● CLEVELAND Transit has fitted two of its double deckers with Gardner's latest 'green' remanufactured 6LXB diesels.

Gordon Gray, engineering manager at Cleveland Transit, which operates 56 Gardner powered deckers in its 138 strong fleet, said: 'As the other Gardner engines come up for exchange, they will all be replaced by 'green' units.'

● LONDON Buses is restricting bringing luggage onto vehicles as a security measure because of the Gulf War.

Luggage is now only permitted on board where it is held by passengers and kept with them at all times. Only folding pushchairs can be left in racks.

● THE planned presentations by Stuart Johnson Ltd of Scania vehicles at Lumley Castle, Co Durham, and at Dew's Coaches, Somersham, Cambs, have been postponed due to the recent poor weather conditions.

The company apologises for this change of plan and for any inconvenience caused.

Further dates will be re-advertised.

LIQUIDATION

Sun Living Ltd is liquidated

SPECIALIST tour operator Sun Living Ltd, of Worthing, Sussex, has crashed - just one week after it was taken over by a businessman backed by French money.

The company was a member of the bonding scheme run by ABTA, which, as *Coachmart* went to press, was arranging for the passage home of some 2,500 children on continental Sun Living Ltd tours.

ABTA is also dealing with the thousands more who were due to go on Sun Living Ltd tours in the near future.

Adventure Travel International (ATI) Ltd, another tour company based in Shipley and run by David Constance and Nigel Parker, two ex-directors of Sun Living Ltd, is taking over some of Sun Living Ltd's outstanding tours.

Horseman Coaches in Reading had three vehicles running to ski resorts in France, Italy and Austria last weekend for ATI.

Joint liquidators Levy Gee and Partners of Worthing and Bakers Tilly of Manchester were called in last week to Sun

Narrow escape for The King's Ferry

THE King's Ferry had a narrow escape as Sun Living Ltd crashed - having supplied six double-deck coaches to them.

The Kent-based firm demanded a cash payment before the coaches went out, and got it: 'The next thing I knew, five vehicles scheduled to come back had arrived but the driver of the sixth - due to stay out there - 'phoned in to tell us the hotelier was chucking the schoolchildren passengers out on the street,' said managing director Peter O'Neill.

'I told the driver to take them ski-ing while I contacted ABTA.'

'By the time the driver got back on the 'phone, the hotel was willing to take them back in after having spoken to ABTA.'

Living Ltd, which specialised in running school tours abroad.

The transport of those children to their destinations was contracted out to coach operators.

Sun Living Ltd, which is understood to have been bought by a French businessman backed by a French company days before it crashed, traded under eight different names.

These were: Snow World; Magic World; Sports World; Tops Holidays; Tops Adventures; Tops Tours; Tops Overland and Dolphin Adventure Holidays.

Total annual turnover was around £10 million.

The future of around 40 staff who worked at Sun Living Ltd in Worthing is now uncertain.

At the time of writing, the size of the company's debts was also unknown.

But, according to a spokeswoman at Levy Gee and Partners, the company was 'very insolvent.'

The spokeswoman said a creditors' meeting would be held on February 27 at the Chatsworth Hotel in Worthing.

COACH

Coaches wrecked in arson attack

THE King's Ferry is counting the cost of a well-planned arson attack which destroyed two coaches and damaged three others.

Managing director Peter O'Neill is now offering £1,000 for information leading to the conviction of a fire-raiser who caused at least £170,000 damage to two Volvos - including a coach which was regarded as the company's 'pet.'

'The way things look, this was a planned attack,' said Mr O'Neill. 'The windows appear to have been broken first, then an incendiary device thrown in. Two vehicles were actually set alight. The windows of the other

three didn't break, but the coaches were damaged.'

Mr O'Neill said the police, the fire brigade and his staff were a godsend after the early morning crisis. 'The fire brigade got to the fire within three minutes of being contacted. And my staff were so good I'm beginning to think we have the best team in the country.'

The vehicles likely to be written off are an '85 Volvo Berkhof Everest, and an '88 Volvo Plaxton. Two Caetanos and a new Mercedes were also damaged.

'The bad news for the arsonist is that we didn't miss a single job because of this.'



Peter O'Neill: offering £1,000 reward. Picture courtesy of Kent Messenger Group.

FIXTURES

BCC forced to cancel Coaching Conference

IN a surprise 11th hour move, BCC has cancelled its forthcoming Coaching Conference, due to be held in London on March 2.

Applications for attendance were low in comparison with similar events in previous years, said BCC, which is blaming the current economic conditions.

BCC director of membership Philip Carlisle said: 'Applications were coming in, but too slowly to guarantee a successful event.'

'If we had gone ahead, there was a chance of making a loss and worse, of the atmosphere at the conference and the value to delegates being seriously impaired.'

■ COMMUTER

Metrobus plans Docklands' commuter coach services

KENT operator Metrobus has teamed up with London Docklands to plan commuter coach services into the Isle of Dogs.

Metrobus was the only operator to respond after London Docklands Development Corporation appealed for fresh commuter plans last October. Now, LDDC has started research to find out how many of the 25,000 Docklands workers would use Metrobus coaches.

'We were among several other operators who attended the presentation at which LDDC and LRT asked for proposals to bring commuters in from north-west Kent and

south-east London,' said Metrobus managing director Peter Larking.

'The LDDC is now dealing direct with employers and handling all the public relations needed to find out what loadings are likely to be.'

The rapidly-expanding docklands area has great potential, said Mr Larking, but the problem of wooing commuters from cars and competing with LT's Travelcard still remain.

'We won't win the commuters without quality, hence the coaches,' said Mr Larking. 'The higher the loadings appear to be, the better quality coaches we can



Metrobus: new move into Docklands' community?

provide.' He said no-one else showed any particular interest in the scheme, perhaps because of Travelcard: 'The Travelcard is underpriced. It's impossible to give that transport access and make money.'

LDDC agreed about Travelcard but transport planner Bob Millar said operators should have more

confidence in the future of Docklands: 'We've already had one operator pull out of Docklands because of Travelcard, and that's a drum we are banging loudly.'

'But I think most coach operators have decided to wait until they see something happening in docklands growth before committing themselves. Peter Larking wants to the first in.'

LDDC has canvassed 800 companies for support, with an estimate that upwards of 5,000 people a day use the north-west Kent corridor to reach the area. Results are expected late March, and any service is likely to begin in June.

■ COMMUTER

Luton and District brings in big fare rises

LUTON and District put up fares on its commuter and airport coach services by a swingeing 50 percent last week.

The leap took a season ticket from £950 to £1,400, which L and D is hoping will produce big improvements in the standard of the 755, 756 and 757 Luton-London routes it took over three years ago.

Operations director Peter Collins said the rise was down to several factors, including the increasing difficulties getting off-peak school contracts, extra fuel costs and the 40 percent downturn in airport passengers.

'We have been accused of running down the service. On the contrary, we are trying to build it up,' said Mr Collins. The routes use 14 or 15 vehicles at peak, with a five-minute frequency during rush-hour peaks.

Luton has already bought five Plaxton Tigers, has added C-registered Duples and hopes to use executives throughout the run eventually.

'There have been moans but the annual fare is still £450 cheaper than the equivalent rail fare. It also includes free travel on Luton town buses. The fare works out at £2.80 into London,' he added.

The immediate benefit of announcing the fares increase was that 45 new season tickets were sold just days before the price went up.

■ BUS

Plaxton rolls out the red carpet

PLAXTON'S new city bus was among developments shown to Labour deputy spokesperson for Transport Peter Snape when the MP visited Scarborough.

Mr Snape pledged the Labour Party's support for public transport and also praised disabled access features on Plaxton's new baby.

Last year Plaxton hosted a visit from Shadow Transport spokesperson John Prescott.



Plaxton sales director Clive Hodgson explains the merits of the city bus to Labour deputy Transport spokesperson Peter Snape (left).

■ EXPRESS SERVICES

EYMS gets new Expressliner

A NEW Expressliner and one other vehicle have been drafted in by East Yorkshire Motor Services to run new National Express workings.

EYMS will be using the Expressliner on its London Rapide route,

releasing a vehicle for new route from Hill to Taunton. The Diplomat - EYMS's showy Leyland Royal Tiger Doyen - will be used on the Hull-Liverpool route which grows by one vehicle on this summer's timetable.

■ BRIEFS

● **THIEVES** have taken two coaches from the yard of Ardenvale Coaches of Knowle in the West Midlands.

Ford/Plaxton registered ARA 454T was sighted later in the Birmingham area, but has not been recovered.

After 48 hours, sister coach, Bedford/Duple Dominant PNR 288W, was discovered in Edgbaston with a full-load of garden ornaments.

● **PETERBOROUGH** City Council is to increase the daily rate for parking promotional coaches in Cathedral Square.

The rate is currently £192 for a full-size coach - calculated by the square foot - but is due to rise on April 1, said a council spokesman.

We apologise for any confusion caused by an article in *Coachmart* which suggested Peterborough Travel Consultants paid £114. This was due to a typographical error.

● **BUS and Coach Training Ltd's** next management development workshop is to be held next month at the Chesford Grange Hotel, Kenilworth.

Further details of this tailor-made coach industry management training can be obtained from Anne Miles at BCT's Rickmansworth office.

You can contact her on 0923 896607.

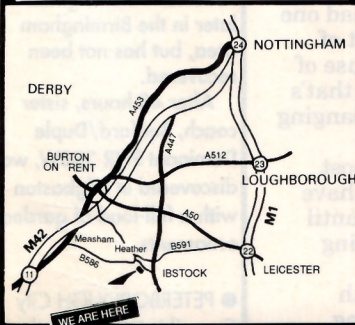
● **ADVICE** for pick-up and set-down in an article about the Spitting Image rubberworks (*Coachmart*, February 7) was incorrect, according to the Metropolitan Police.

The police say that operators should NOT use Longacre, but should instead set-down and pick-up in Russell Street, at the rear of the Drury Lane Theatre.

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USED VEHICLE SELECTION

89 (F)	DAF SB 2305 DHS - Caetano Algarve, 40/53 recliners, Exec	£81,500
88 (E)	VOLVO B10M QL - Caetano Algarve, 49/53 recliners, Exec	£79,950
87 (E)	BEDFORD YMP - Paramount 3200, 35 seats, power door, courier seat	£41,500
87 (E)	IVECO 79.14 - Caetano Viana, 18 seats, top sliders	£21,500
87 (D)	DAF SB 2300 DHE - Duple 340, 57 recliners, power door, cont door	£63,500
87 (D)	LEYLAND TIGER 260 - Duple 320, 48 recliners, power door, toilet	£61,500
87 (D)	BEDFORD YNV - Caetano Algarve, 57 seats, power door, lockers	£44,950
86 (D)	MAN 8.135 - Reeve Burgess, 32 seats, power door	£26,950
85 (D)	TOYOTA COASTER - Optimo GL, 21 seats, power door	£19,950
86 (D)	MERCEDES 608 D - Metford, 19 seats, forced air, boot	£16,750
86 (D)	DAF SB2300 - Caetano Algarve, 49 recliners, centre toilet	£58,500
86 (C)	DAF - Bova Futura FLD, 53 recliners, double glazed	£59,950
86 (C)	DAF SB2300 - LAG Galaxy, 53 recliners, cont. door, Webasto	£56,500
86 (C)	SCANIA K112 - Berkhof Esprite, 53 seats, power door, Telma	£59,950
86 (C)	LEYLAND TERRIER - Optare Service Bus, 33 + 8 standees, power door	£24,950
85 (C)	DAF MB 200 - Caetano Algarve, 53 recliners (re-trimmed), power door	£52,500
85 (B)	IVECO 50.10 - Caetano Beja, 18 seats, power door	£12,950
84 (A)	DAF - Bova Calypso, 53 recliners, power door, radio	£37,500
84 (A)	MERCEDES 609D - Plaxton Mini-Supreme, 19 seats, tables, lockers	£15,950
83 (Y)	LEYLAND TIGER 245 - Paramount 3500, 49 recliners, courier seat, Exec	£39,950
83 (PP)	MERCEDES 0303 - Jonckheere P50, 49 recliners, centre toilet	£49,950
83 (PP)	MERCEDES 0303 - Jonckheere Bermuda, 49 recliners, centre toilet	£42,500
82 (PP)	DAF MB 200 - Supreme V, 48 seats, power door, toilet	£29,500
82 (X)	LEYLAND TIGER 218 - Viewmaster GT, 49 recliners, toilet, Exec	£32,500
82 (X)	LEYLAND LEOPARD - Duple Dominant, 53 seats	£29,500
82 (X)	MERCEDES 307D - Devon, 12 seats, top sliders	£4,500
82 (PP)	VAN HOOL - Acron MAN, full spec	£36,500
81 (W)	DAF - Bova Europa 1, 53 recliners	£27,500
80 (V)	LEYLAND LEOPARD - 11 metre Plaxton Supreme Express, 49 seater	£16,950
79 (PP)	VOLVO B58 12 metre - Van Hool Aragon, 49 recliners, toilet	£17,500
79 (V)	BEDFORD YMT - Duple Dominant II Express, 53 seater	£7,500

Full list available upon request

The year quoted denotes the year of first registration not necessarily the year of manufacture.



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■ IN COURT

Court told firm kept VAT cash

AT the trial of four people, including Malcolm Morris, accused of a huge VAT fraud, the boss of a Sussex bus company spoke of his unsuccessful bid to get from Eurocoach Ltd the money that was owed him.

Accused of being concerned in taking steps to avoid VAT payments of

£227,807 are Ronald Dalton (40), Sarah Thompson (35) and Bruce Kenneth Tonks (40), who are all directors of Eurocoach Ltd, based in Bromley, and 45-year-old Malcolm Morris, of St Aubyns, Hove, Sussex.

Mr Morris was described in court as a business consultant.

All but Tonks are also charged with evading VAT payment of £44,400.

Coach operator John Belson told the court he replied to an advertisement inserted in a trade paper by Eurocoach Ltd for the sale of buses.

He said he went to its branch in Nursery Road, Thornton Heath

(Croydon), and agreed to buy a double-decker for £8,500 plus VAT, part exchanging a Ford coach.

The arrangement was for him to pay a £3,000 deposit and the VAT and then to make monthly instalments.

But the entire deal was later cancelled, after two payments had been made. Mr

Belson said he should have received back from Eurocoach Ltd a total of £5,295, which included £975 VAT.

But all he ever had was £500. He kept pestering the firm for payment, but he was given various excuses.

The trial at Croydon Crown Court continues.

■ LONDON TRANSPORT

LT reports lower costs and improved reliability

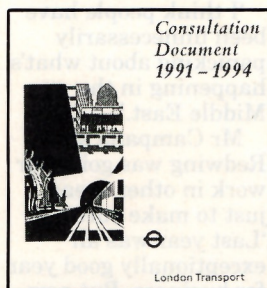
COSTS have been reduced on London's buses and reliability improved due to the contract tendering system - according to London Transport's consultation document covering the next three years.

It says about 40 percent of tendered routes are now operated by independent operators and costs per bus mile have fallen by eight percent, after allowing for inflation, since 1987. Fares have been increased by seven percent in real terms,

apart from for Travelcard users. Government funding for the whole system has increased from £190 million in 1988/89 to £539 million for 1991/92.

High-frequency midibus services and improvements in staffing levels and engineering services have led to an increase in bus miles and a decrease in mileage lost. In 1989/90 175 million bus miles were operated compared with 164 million in 1987/88.

Over the next three



LT document: says 40 percent of tendered routes are operated by independents.

years LT aims to restrict lost mileage for reasons other than congestion to less than two percent; and waiting time on high-frequency routes to

less than 6.9 minutes.

● **RESULTS** for eight re-tendered London Transport contracts have been announced.

London Bus subsidiary East London lost 345 Chingford Station-Becontree Heath to fellow subsidiary London Forest, but gained the 145 Redbridge-Dagenham from Ensign Citybus. However, on school journeys Ensign retained its 550 Gidea Park-Cranham, and Metroline retained

H16 Hatch End Station-Pinner. Thamesway kept 193 Romford-Emerson Park.

Proudmutual subsidiary Kentish Bus lost its 493 Orpington-Ramsden Estate to Drawlane subsidiary London & Country, and LBL subsidiary South London lost its 189 Tooting Broadway-Brixton school journeys to fellow LBL company London General. Metrobus gained 146 Bromley North Downe-Biggin Hill Valley from Crystals.

■ IN COURT

North East driver wins court appeal

OPERATOR/driver Thomas Taylor, of Farrington near Sunderland, has successfully appealed against a conviction on a careless driving charge.

Easingwold magistrates fined Mr Taylor £300 and endorsed his licence with seven penalty points - after he was involved in a collision with two lorries.

On appeal to York Crown Court, his fine was reduced to £150 and endorsement to four penalty points - after the court heard mitigating circumstances not heard by the magistrates court.

Mr Taylor was carrying passengers from the Townend Farm Social Club in Sunderland to the Ebor Meeting at York Races.

While driving his 1978 Bedford Plaxton on the A19, the lorry ahead of him braked hard to avoid a parked truck which had broken

down. Mr Taylor braked but could not avoid a collision.

After the accident, he had insisted 18 passengers be examined at the local hospital, but only one was detained over night.

The coach was an insurance write-off and Mr Taylor lost all his business for the rest of last year's season.

He hired in a coach from a local operator, but eventually ended up passing his business on to other firms.

Mr Taylor intends to restart his operation from scratch, possibly with a heavyweight coach to extend his hire possibilities.

The judge said it was a rare blemish on Mr Taylor's driving career of more than 20 years.

He said he had enjoyed an otherwise excellent accident record.

■ BUS

London Buses looks for £3m savings

LONDON Buses is hoping to make net savings of £3 million by cutting two percent of its total mileage.

Cutbacks are being worked out by London Bus subsidiary companies, with talks planned when details are decided. Around three million miles of services are at stake to prune cash from the £395.8 million annual expenditure.

Details are expected soon.

TOURS

Bleak time for airport specialists...

AIRPORT coach specialists are laying off staff as the prospect of a quick end to the Gulf War slips away.

American and Japanese tourists and businessmen are still refusing to fly into Europe, taking away up to 80

percent of some companies' business and leaving hundreds of coach drivers facing the dole queue.

In London, the battle for the remaining work is leading to allegations that some operators are

trading unprofitably so they can keep coaches on the road.

Others have a yard full of idle vehicles.

Bill Clarke, of Clarkes of London, said he had done everything he could to save jobs but eventually had to lay off 30 drivers out

of 40.

Limebourne has laid off five out of 50, and may shed more jobs, Heathrow-based Capital Coaches has imposed an overtime ban, and many other operators have cut wage costs.

'The Yanks won't

be coming back this summer,' one coach operator said, reflecting the views of many.

Another estimated a third of the sightseeing double-decks in historic cities will be redundant.

... but there are predictions of a brighter future for firms

PAUL Campana, joint director of Pullmanor Ltd, parent company of London-based Redwing, is more optimistic about the incoming tour market.

'Things are moving a little bit,' he said. 'Small groups are starting to come in - particularly from the Far East as it's the Chinese New Year.'

'And as people become more

acclimatised to the Gulf War, new tourists are now arriving from the States, South Africa, Switzerland and France.'

To emphasise the sea-change in incoming prospects, Mr Campana added: 'Earlier we only had 20 coaches out of a fleet of 30 working - but now we're having to hire in.'

Although it may be short-term due to the

school holidays, January and February are traditionally bad months in London.

'I think people have been unnecessarily panicking about what's happening in the Middle East.'

Mr Campana said Redwing was going for work in other areas, just to make sure. 'Last year was an exceptionally good year for business. But now



Redwing: 'incoming tour market may improve.'

with the economic depression, UK tourists are turning away from air charters, who are getting very expensive, and back to the coach. We are now back in to the coach shuttle market, last seen in

the 1980s' recession, and hope to be running up to six a week to Yugoslavia.'

More ominously, Redwing was also picking up more business from ABTA as other coach operators become insolvent.

TOURS

Ireland's operators look to Europe

IRELAND'S operators are hoping a knock-on of European tourists avoiding the Mediterranean this year will compensate for the continuing decline of the US incoming market.

The Irish Republic's second biggest single overseas market is America, thanks in part to the number of Irish who settled in the USA.

Now, hard-hit operators are hoping the 'roots' market will be replaced by tourists from closer to home and are looking towards Europe.

'Irish airlines haven't had too hard a time of it,' said a spokesman for the Federation of Transport Operators (FOTO).

'It seems Americans have more safety confidence in Aer Lingus than in home-based airlines.'

'Operators in Cork and Shannon probably depend as heavily as any on US incoming work, and they say they've lost a lot of

bookings.

'The tourist offices are switching their attention to the British, Germans and Dutch. If they are successful, we are hoping that business will even out by the end of the season.'

At present, Borde Failte - the Irish tourist board - is expecting just 50 percent of last year's 440,000 American tourists, and this will have a serious effect on many coach operations.

Targets set earlier were for an extra 470,000 tourists - bringing the total to 3.6 million.

One British tour operator specialising in Irish holidays said he was expecting increased demand for Irish tours from coach operators - particularly those who were dependent on incoming tourism.

He said: 'It's early days, but I expect to fill some of the vacuum left by the Americans.'

FOTO

PARKING

Met Police issue parking permits

PERMITS for setting down and picking up at this year's Chelsea Flower Show - on May 21 to 24 - are available from Metropolitan Police and MUST be obtained before any visit.

Write to the Metropolitan Police Coach Advisory Service, giving the date of your visit and the number of coaches.

Send details to Room 309, Tintagel House, Albert Embankment, London SE1 7TT, and leaflets and permits will be forwarded.

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LOOK AT IT

THIS WAY

A bus or coach is only as good as the chassis upon which it is built.

After all, it's the chassis which supports the bodywork and passengers, cushions them from road shocks, guides them comfortably through congested streets, speeds them along the open highway, stops them safely.

It's the chassis which bears the brunt of hundreds of thousands of miles, millions of gear changes and years of hard use to win profits.

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From the 28/43 seater Dart midbuses, through the full size single decks to the Dominator double deck and the 169 passenger three axle Dragon chassis – and throughout the range of Javelin coaches – the Dennis hallmarks are low operating costs, durability and full customer support.

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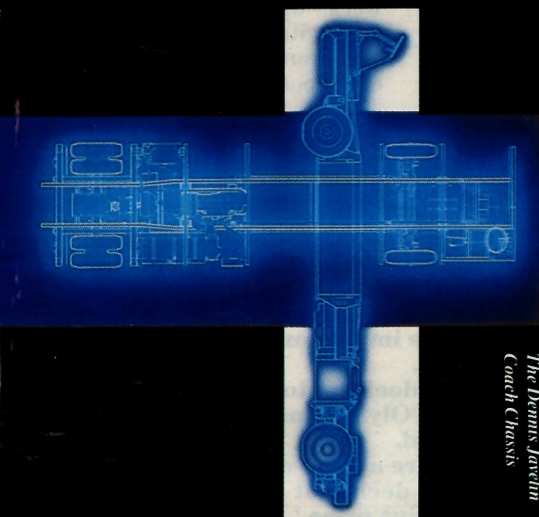
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You've been buying...You've been buying...You've been buying...You've been buying...

Geoff Amos picks first DAF

GEOFF Amos' first new coach since 1988 is also the first DAF SB 3000 for the 30-vehicle operation in Daventry.

Bought for Geoff Amos Coaches' own UK holiday programme, the Caetano Algarve 3.55 high floor coach is its fourth executive coach, joining a Bova Futura and two Dennis Dorchesters with Caetano coachwork.

The Caetano specification

on the new tour coach includes 49/53 seats, centre sunken toilet, servery, drinks machine and fridge.

In addition to the exec-spec coaches, the company runs three 71-seat Dorchesters, including the unique 12-metre Reeve Burgess-bodied example purchased for the Blue Boar motorway service area contract. This vehicle has covered 575,000 miles.



Buses make up one third of its fleet.

The Gardner-engined Dorchesters and the DAF-powered Bova return similar

fuel consumption on tour work - up to 14 mpg.

A switch to DAF chassis was prompted by the strength of support from DAF Aid.

Armchair continues its bus drive

ARMCHAIR'S delivery of 17 Leyland Olympians brings into sharp focus the Brentford company's move away from coaching.

Only six years ago, Armchair Passenger Transport's fleet reached 46 coaches. This declined to 36 in 1990 and by a further eight this year. Post-deregulation opportunities have more than compensated.

With 33 double-deckers on London Transport routes and eight single-deckers in service on Surrey County Council contracts, the bus fleet alone almost matches the coaching fleet's peak.

Armchair managing director Simon Newman predicts a bright future for the company.

He said: 'The diversification programme should stand the company in good stead in the light of recent international events, which will certainly have a dramatic effect on tourism globally and in particular, tourists to Britain.'



Simon Newman, Armchair's managing director (centre) collects the 17 Leyland Olympians from Mike Ball, VL's bus sales manager, watched by Roger Philips, of Plaxton.

'Those companies with a heavy involvement in supplying coaches for incoming tourists, must be concerned about the current trend and the impact on the 1991 tourist season.'

'Our decision to buy Leyland-bodied Olympians was straight forward.'

'VL are able to offer us a complete double decker at a competitive and attractive price.'

The Olympians are the first 1991 large bus order for VL Bus & Coach, and the first major order for complete Olympians since chassis production moved alongside body building at Workington in Cumbria in 1990.

The all-Leyland one-door product seats 78 passengers and meets London Transport Schedule X requirements. Powered by Cummins LT10 engine developing 180 bhp at 1850 rpm, the buses have ZF 4HP500 gearbox, 4.206:1 axle ratios and autolube.

WEST London operator Impact Tours has invested in eight Made-to-Measure minibuses.

Based on a mix of Peugeot, Leyland DAF and Mercedes chassis, these vehicles will be used on a variety of contract, film location, and executive private hire work.

Bill Miller, Impact manager, told *Coachmart*: 'There is a big demand for 26-seaters.'

One of the Mercedes-Benz 609Ds has been tailored to suit the needs of film companies.

It has curtains, and four tables are included in a 24-seat configuration.

Minibuses make an Impact



Consequently, the coach can double-up as either a changing-room or dining-room.

A video with two monitors and coffee perculator have also been added by the

company to the specification.

Said Mr Miller: 'There's a lot of work for it in town.'

More than half of Impact's 36 coaches are mini/midi size.

The company has a strong base of three-year minibus contracts with the London Borough of Ealing.

These give some protection against the uncertainties of the Gulf

conflict.

Tours with Japanese clients are in some doubt because of the war, but trips to the Continent on behalf of tour operators are being planned.

Impact owner Tony Hill started a school of motoring with just one car in 1969, but has expanded considerably since.

In addition to coaching, his business interests now include 120 cars for driver training, dual-control manufacturing, Impact Car Care (repairs and maintenance), and a Heathrow baggage delivery service.

You've been buying...You've been buying...You've been buying...You've been buying...

Operator needs reliable vehicles

OPERATING local services, schools' and works' contracts, and providing coaches for incoming tourists on Britain's most northerly islands, Shetland and Orkney, places a heavy demand on vehicles.

Eleven years ago, Shalder Coaches Ltd invested in its first Volvo, a Plaxton Supreme/B58 at a cost of £40,000, less 50 percent grant.

Since then, and because of the strength and reliability of this Volvo, 15 other Volvos have been added to the fleet which now numbers more than 40.



The latest addition, seen at the Anston premises of Plaxton Sales before heading 538 miles by road and sea north of Shetland, is a

Plaxton Paramount 3200 B10M DL MkIII with 57 fixed seats.

This vehicle replaces the original B58 which has now

covered more than 500,000 miles on a route between Scalloway, Lerwick and Walls on the west mainland of Shetland.

Retirement for the 11-year-old B58, which has been resprayed and re-upholstered, will mean being transferred to a lower mileage route of 20,000 miles per year for the foreseeable future.

Shalder managing director Alan Young says it costs a lot to buy the best, but the benefits are a long working life from an extremely reliable vehicle.



Ken Hodgson (left), chairman of Caldaire Holdings, with councillor Mick Lyons, chairman of West Yorkshire Passenger Transport Authority.

Optare Metroriders go to West Riding

WAKEFIELD-based West Riding Bus Co is replacing first generation minibuses with 13 Optare Metroriders in a deal worth more than £500,000.

West Riding, part of Caldaire Holdings, also specified several internal features to make bus travel easier for the visually impaired and elderly.

Ken Hodgson, chairman of Caldaire Holdings, said: 'Bus passengers in Wakefield will welcome these new Metrorider minibuses which are made better for the passenger than the older minis being replaced.'

'There's more room for passengers and their luggage, they're easier to get on and off, warmer and smoother.'

Leeds councillor Mick Lyons, chairman of West Yorkshire Passenger Transport Authority, handed over the minibuses to West Riding.

Mr Lyons welcomed reinvestment in new buses for Wakefield.

StarRider goes on hotel shuttle run

OPTARE Ltd has delivered a top specification StarRider for use as a transfer coach between the Swedish-owned Scandic Crown Hotel and Gatwick airport.

Owned by Marksman Travel, based in Crawley, West Sussex, the StarRider has forced air

This, together with 27 reclining coach seats, full draw curtains, stereo radio/cassette/PA system, full soft trim, carpeted floor and deep tinted saloon windows, contribute to comfort and luxury.



A large boot with 28.5 cubic feet capacity is supplemented by full-length parcel racks.

The StarRider is based on Mercedes 811D chassis with four litre turbo-charged engine and, in the

case of Marksman's coaches, fitted with manual transmission. Automatic gearbox and retarder are optional.

Marksman started two years ago doing crew movements for international airlines.

Its first hotel transfer was for Egyptian hotel group 'Wena', quickly followed by Gatwick Europa.

The company is owned by worldwide air marketing group Chapman Freeborn and currently operates nine coaches.

Carlton P.S.V.

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- Collect coach on completion of payment

BARGAIN 2

50% DOWN – 50% OVER 6 MONTHS!

50% DOWN
50% OVER
6 MONTHS

- Pay 50% of list price of any used coach in stock
- Drive it away and start earning
- Pay Balance in six 1 monthly instalments
- Only 5% interest added to instalments

BARGAIN 3

HIRE A USED COACH FOR 6 MONTHS – THEN BUY

HIRE &
BUY

- Hire any used coach from stock for 6 months at 50% of list price, payable in six 1 monthly up front instalments
- After 6 months, 75% of payment value already made counts towards the full purchase price
- And you only pay the Balance outstanding

STOCK REF	CHASSIS	BODY	SEATS	YEAR	MOT	(Bargains 2/3) LIST PRICE	(Bargain 1) OFFER PRICE
9036	Bedford	Plaxton	53	1979 (T)	–	£3,800	£3,125
0006	AEC	Plaxton	53	1977 (S)	9'91	£6,500	£5,350
0003	Leyland	Plaxton	41	SOLD 1977 (R)	–	£7,000	£5,750
0007	Bedford	Duple	29	1980 (V)	9'91	£8,200	£6,750
9014	Bedford	Plaxton	53	1981 (X)	9'91	£15,150	£12,500
0014	Volvo	Caetano	51	1980 (V)	1'92	£19,000	£15,675
9013	Leyland	Plaxton	53	1980 (W)	8'91	£20,600	£17,000
9012	Leyland	Duple	53	1981 (W)	8'91	£20,750	£17,125
9011	Leyland	Plaxton	49R	1981 (W)	10'91	£21,000	£17,320
9009	Leyland	Plaxton	53R	1980 (W)	8'91	£22,400	£18,500
9010	Leyland	Plaxton	49R	1981 (W)	8'91	£22,500	£18,550
0012	Volvo	Duple	53R	1980 (V)	12'91	£23,400	£19,250
9033	Leyland	Duple	51R	1982 (X)	2'91	£27,250	£22,500
0010	Leyland	Plaxton	49R	1982 (X)	8'91	£27,250	£22,500
R028	Neoplan	Jetliner	49R	1982 (PP)	5'91	£35,000	£28,875
R036	Volvo	Jonckheere	48R	1983 (A)	11'91	£37,900	£31,300
R037	Volvo	Jonckheere	48	SOLD 1983 (A)	11'91	£37,900	£31,300
R038	Volvo	Jonckheere	48R	1983 (A)	12'91	£37,900	£31,300
R039	Volvo	Jonckheere	51R	1983 (A)	6'91	£37,900	£31,300
R045	Scania	Jonckheere	49R	1985 (B)	2'92	£49,400	£40,750
R044	Neoplan	Jetliner	44R	1987 (D)	5'91	£54,500	£44,950
0004	Neoplan	Skyliner	71R	1982 (PP)	4'91	£55,000	£45,375
0041	Neoplan	Skyliner	73R	1984 (A)	5'91	£66,500	£54,850
0042	Neoplan	Skyliner	71R	1984 (A)	11'91	£66,500	£54,850
1046	Neoplan	Skyliner	73R	1984 (A)	11'91	£66,500	£54,850
1050	Volvo	Plaxton 3500	53R	1987 (D)	1'92	£79,950	£65,950
0022	Neoplan	Skyliner	77	1988 (E)	12'91	Special price	£122,000
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Anti-competitive practice is a widespread menace

From Mark Gauden

SIR

I refer to the editorial comment (*Coachmart*, January 24) regarding Greater Manchester Buses' Charterplan coach subsidiary possibly pricing at less than cost (ie. loss-leading). This prompts me to point out that this anti-competitive practice is not only, as all coach operators agree, a menace to the industry, but furthermore not unique to Manchester.

GMB, being a not-split-up former PTE bus company, is presumably doing what West Midlands Travel is doing, ie. using profits from bus operations to subsidise losses incurred by its coach subsidiary.

The ultimate solution is for both GMB and West Midlands Travel to be split-up which would restrict the ability of these over-powerful companies to selectively run at a loss, against their smaller bus & coach competitors.

I enclose a copy of a letter written by West Midlands Travel, dated September 6 1990, to the auditors of its

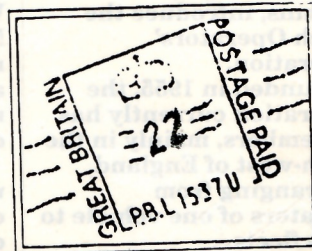
loss-making subsidiary Central Coachways in which it acknowledges the need to financially support it on extended credit.

*'Dear Sirs
Central Coachways Limited
You have drawn our attention to the fact that the above company can only continue to trade for so long as West Midlands Travel Limited does not demand payment of the debt due to it from Central Coachways Limited and for so long as West Midlands Travel Limited is prepared to extend credit facilities to this company as the need arises. Were it not for this support, the going-concern basis on which the accounts to 31 March, 1990 have been prepared, would not be appropriate.'*

We are, therefore, writing to confirm that we shall continue to provide financial support to Central Coachways Limited for a minimum of 12 months from the date of this letter.'

The aforesaid letter, signed by WMT directors Jeremy Issacs and Don Colston, has prompted me to study the Central Coachways accounts in detail and whilst, on the

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The Editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.

face of it, annual losses are stated as only £241,386 in the year to March 1990, this appears to understate the true position had the company had to pay interest on its £634,281 interest-free loan from WMT.

Perhaps the 'comparable' loss for a truly independent coach operation would be well over £300,000 per annum: quite an achievement for a coach operation of around just 30 vehicles.

Clearly a mismatch between prices and costs exists to the detriment of the local coach industry.

From the consumer viewpoint, the short-term

benefit of underpriced coach facilities will, I fear, have the inevitable 'sting in the tail' of a reduction in competition and consumer choice as competitors, not having the benefit of cross-subsidy, are forced out of the market.

It would be interesting to hear if other former PTE companies are similarly subsidising their coach operations with the consequent risk of long-term damage to the industry.

**MARK GAUDEN
SMALL BUSINESS
CONSULTANT
ESSINGTON
WEST MIDLANDS**

Magazine law report was incomplete

From Alan Lundie

SIR

I refer to your law report in the *Coachmart*, January 31 issue, headlined 'Conductor loses his job fight.'

As Mr Swingler's representative at the technical hearing, I would like to add a few comments as otherwise the report is incomplete and, through no fault of your own, inaccurate.

First of all, the remedy Mr Swingler sought at the tribunal was compensation, not reinstatement or re-engagement. So there was no job fight as suggested by your headline.

Your report says that I said Mr Swingler had a problem getting up in the morning. I assume your piece was based on the tribunal's written decision and/or comments from South North Bus Co Ltd, so I don't blame you for this.

However, what was agreed was that for what turned out to be his last week at the firm, he would have trouble getting to a shift which started at 4.52 am, owing to the company setting its face like flint against providing staff

transport for early starts, and because of this, attempted to swap to a shift with a more convenient start.

This is a bit different to having a general problem getting up.

I didn't as stated in the same paragraph, merely argue that others with comparable lateness and absence hadn't been sacked, but demonstrated this with objective evidence by referring to the firm's attendance book, which incidentally I had some trouble in obtaining.

At the moment the tribunal have been asked to review their decision.

I have written this letter in a hurry in response to what I believe to be a partial report on your part, but which I think was made in good faith in the absence of all the details.

I'd be very pleased if you'd update the report.

**ALAN LUNDIE
WEST BRIDGFORD
NOTTINGHAM
NG2 5HH**

Call to join coach association

From Coach Operators' Federation

SIR

May I, through your columns, introduce the Coach Operators' Federation.

Founded in 1955, the Federation currently has 86 members, mainly in the south-west of England, and ranging from operators of one vehicle to large fleets.

We are an organisation run by operators, for operators, and we aim to promote professional standards of operation, by helping to keep members up-to-date with changes affecting our industry, etc.

As a body, we also take

up matters raised by members, for the benefit of the industry as a whole.

Within the county of Avon the membership is very strong, and active. We meet locally on a Monday evening every month, and the average attendance is about 30, representing around 20 companies.

These meetings are usually sponsored by coach industry suppliers or associated businesses, keen to show what they can offer our members.

This often includes dealers with demonstration vehicles at the summer meetings, when daylight permits an outside presentation.

'Executive' or national

meetings are held every quarter, on a Wednesday morning, allowing members from further afield to attend.

Minutes of meetings are circulated to all members, in order to keep everybody informed and ensure that each member is aware of any matter which may otherwise not come to their notice.

The COF is aware that there are many other local coach operator associations active in other parts of the country and we feel that a mutual exchange of information would be of benefit to all.

I would therefore like to use this opportunity to invite the secretaries of other associations to

contact me, with a view to passing on news and views, and exchanging minutes of meetings etc...

Hopefully in this way each local organisation can benefit from the matters dealt with by others in different areas.

I look forward to hearing from other secretaries in the near future, and would also welcome any enquiries for COF membership from individual operators.

TERRY JONES
COF SECRETARY
ROSE VISTA
261 STOWEY ROAD
YATTON
BRISTOL
BS19 4QX

Dover customs officers were trying to stop drug smuggling

From Customs and Excise, Dover

SIR

You recently published a letter from Mr S. Bacon (*Coachmart*, January 10) complaining of customs treatment of a coach party returning from Dunkirk to Ramsgate.

I am sorry that Mr Bacon was aggrieved by his treatment and an explanation of the background may be helpful.

When Mr Bacon's coach arrived at Ramsgate, a specific anti-smuggling exercise was taking place and all coaches were on this occasion selected for examination.

When a detailed search is being carried out some delay to passengers is inevitable and regrettable, but officers are under instruction to make every effort to minimise inconvenience to travellers.

It is always necessary, however, to balance this with our priority task of

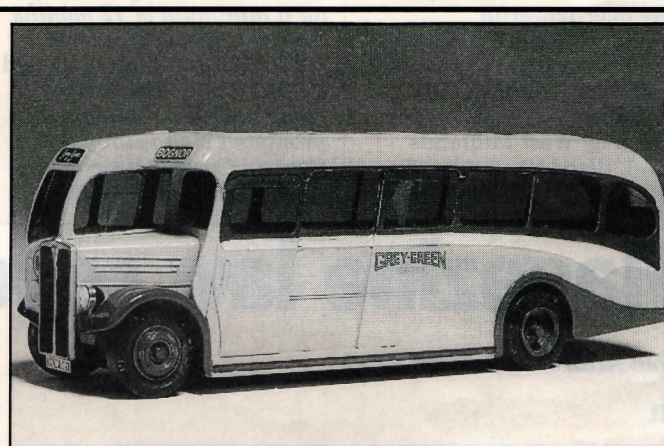
combating smuggling, particularly of drugs, and I regret that experience has shown that the unlikely passengers and vehicles have been used for this purpose.

In the case of the two ladies who stayed on the coach during the examination, not only did the officers ensure that they were not inconvenienced but the ladies were interested in the customs dog's activities and made no complaint either at the time or subsequently.

A later examination of the coach by an officer, with Mr Bacon present, failed to identify any evidence of damage to the coach interior.

It is standard practice for our dog handlers to ensure that dogs are cleaned and dried before allowing them to enter cars or coaches.

J O' KEEFFE
ASSISTANT
COLLECTOR
CUSTOMS AND EXCISE
DOVER



Nostalgia Corner

THE popularity of nostalgia-inspired model collection looks set to continue with the introduction of an AEC Regal in Corgi's Classic Commercial range.

With over 2,000 AECs produced from 1947 to 1957, this coach should prove a very popular choice with coach operators. Initially available in the colours of Grey Green, this model will doubtless follow the trend set by Corgi's Bedford OB.

Various livery changes followed in fairly quick succession. Some models are changing hands at up to £200 each, months after production and recently-introduced gift sets have become equally collectable. After a successful management buyout in 1984, Corgi Toys Ltd launched its Classic Commercial models a year later for the adult collector market. The new AEC costs £12.99.

The local rag, the Evening Herald, made a meal of the story and - quite rightly - said the public should be able to



This stern warning comes after a 25-year-old woman driver was assaulted by a scruffy man, who then tried to steal the cash box. Plainly

On February 7, the day the snow arrived



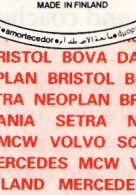
Tourists struggling to keep the blizzard off their faces and keep their feet on the ground, seemed able to avoid the temptation to climb aboard. We wonder why...



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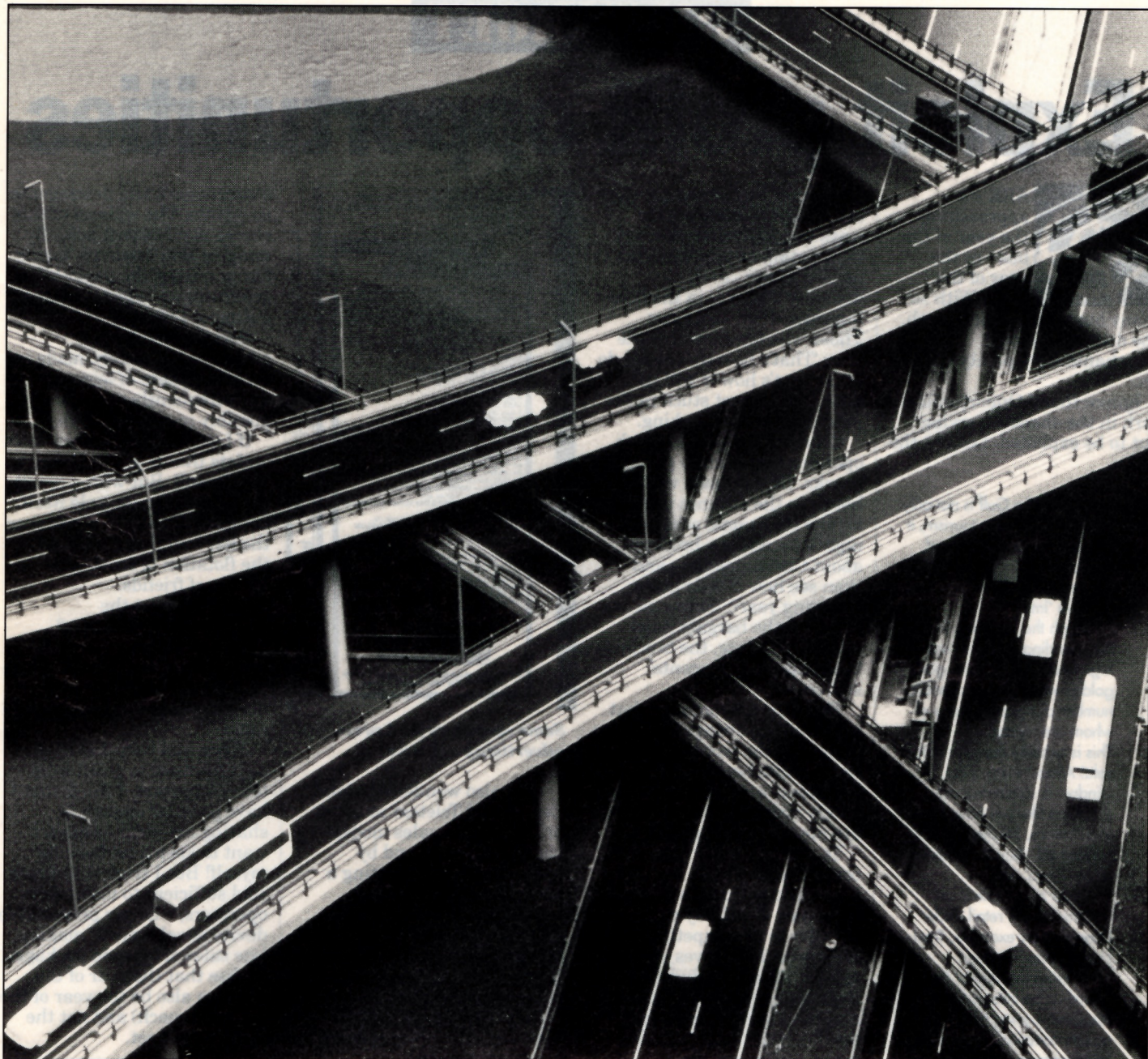
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HOW TO KEEP OUT OF TROUBLE

You've been called before the traffic commissioner at a public inquiry. Could you have avoided it? How do you prepare? Your business could depend on it. Solicitor Barry Prior guides you through the dos and don'ts.

THE Public Passenger Vehicles Act 1981 provides that an operator's licence will normally be granted for a period of five years.

This means, of course, that a problem can be developing at any time during that period and any convictions, or prohibition, or defect notices issued during that period, can fall to be considered by the commissioner.

It will be appreciated that memories of events which may have occurred three-four years previously can have faded.

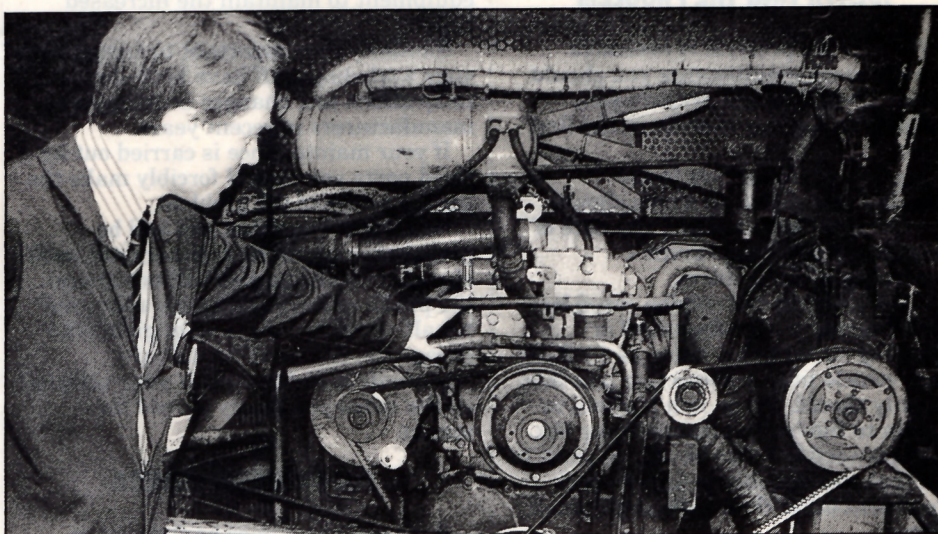
Therefore if you do attract a conviction to which you feel that you had a moral answer, albeit for an absolute offence, then keep copies of all documents relating to the offence for the length of your current licence.

A public inquiry called either under Section 14 of the Act (in the case of an application to renew), or under Section 17 of the Act (during the life of the licence) will be commenced by a detailed letter.

This 'call-up letter' from the clerk to the commissioner will explain why you are being called before the commissioner and will set out the requirements of the Public Passenger Vehicles Act 1981 and remind you of the declaration which you made when first applying for your licence.

Following a decision of the transport tribunal that operators must be given notice of all matters to be considered, the call-up letter will usually also draw your attention to Section 28 of the Transport Act 1985 which empowers the commissioner, following the making of an order revoking an operator's licence, to make a further order banning the operator, and, if the operator is a limited liability company, its directors, from holding or applying for an operator's licence for such period as the traffic commissioner determines.

The letter calling you to the Public Inquiry should also be accompanied by a list of the convictions, PSV 414s (or PG9s) and defect notices which the



Vehicle maintenance: each traffic commissioner has developed a preference for a maintenance system he believes to be the best.

traffic commissioner proposes to consider when you are called before him.

You should have retained copies of all prohibitions and defect notices issued in respect of your vehicles but it may frequently occur that the relevant vehicle and its accompanying service folder has been sold or even scrapped since the notice was issued.

If copies are not available in your

Ensure your workshop staff have kept abreast of recent manufacturer innovations and changes.

office, you should request them from the traffic area.

Once you have identified each particular conviction, prohibition or defect notice, then you should try and identify the circumstances which gave rise to the conviction or the issuing of the notices.

Was the prohibition imposed as a result of road accident damage rather

than as a result of neglect in maintenance, or perhaps it had been imposed in respect of a vehicle which was even then in the workshop awaiting repair?

Unless you put forward an explanation, no vehicle examiner is going to do so for you and the traffic commissioner will be left with the impression that the prohibition was wholly justified and pointed to a deficiency in your maintenance system.

If you dispute the imposition of a PG9, then do so in writing at the time and do not be content with an argument with the vehicle examiner.

You may think that at the time you have verbally proved your point. But unfortunately such conversations are too easily denied and 'forgotten' when the examiner comes to give his evidence to the commissioner.

Such action is particularly important if you know the examiner has not applied the correct criteria for measuring oil leaks or degrees of component wear.

Although the transport tribunal

◀ has held that all PG9s should be viewed with equal seriousness there is no doubt that the mood of commissioners is darkened by seeing a PG9 bearing the letter 'N' (signifying variously 'neglect in maintenance' or 'a threat to public safety' depending upon the particular commissioner).

If you dispute that the fault falls into such a category you should challenge it in writing without delay if the examiner will not delete it.

Having advised many operators both large and small, I have to confess that I have not encountered a situation where an operator has been called before the commissioner without some justification. But there are always, of course, degrees of blame and there is not doubt that once called to a public inquiry the stigma endures for a long time in the minds of the both examiners and the commissioner.

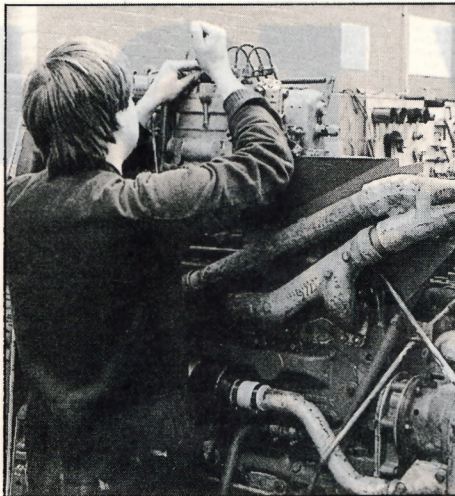
IDENTIFYING THE PROBLEM

Whether the problem is excessive hours or slack maintenance you should seek to identify it and prepare your explanation for why it arose in the first place.

Be prepared to explain to the commissioner the steps which should already have been taken by the date of the public inquiry to prevent a recurrence of the problem.

If the problem can only be cured by recruiting more workshop staff or installing such capital items as a rolling road, vehicle lifts or inspection pits then not only should you be in a position to explain to the traffic commissioner the steps planned but also be able to show to him that you are able to finance such equipment other than from anticipated income.

Often, as a business grows, extra vehicles are acquired, sometimes within an already existing margin on the licence, but insufficient thought is given



When a fleet grows, insufficient thought is often given to the ratio of fitters and equipment.

to the proper ratio of fitters and equipment to maintain the increased fleet.

Similarly it is important to ensure that your workshop staff have kept abreast of innovations and changes introduced by manufacturers in recent years.

If your maintenance is carried out by a third party you should forcibly make the garage aware of the problem.

Making it clear that you will be prepared to move the maintenance work elsewhere if the garage will not attend the public inquiry and speak upon your behalf. Beware, however, of giving the garage the excuse that you have repeatedly failed to submit your vehicles on the dates previously agreed for service.

THE PROBLEM VEHICLE

If, as can sometimes be the case, a particular model of vehicle is prone to a recurring problem do not hesitate to make the manufacturer and/or the distributor aware of the predicament in

which you are placed. And if the manufacturer/distributor will not assist do not hesitate to engage a consulting engineer to speak upon your behalf.

DEFECT REPORTING/FIT FOR SERVICE

Each commissioner has developed a preference for a maintenance system which he feels to be the best, be it based upon time or mileage or a combination of the two.

It is important that you identify the particular system preferred by the commissioner in your particular traffic area and that you attempt to follow that system.

Difficulties can arise when you hold a licence in more than one area and the respective commissioners advocate different systems. Until the promised Code is introduced by the Vehicle Inspectorate that situation will continue and even after the Code is made generally available it is likely only to be a recommendation and each commissioner may still advocate their own particular variations.

At the moment several of the commissioners recommend and even insist on a system variously described as 'nil defect reporting' and 'fit for service reporting'.

Each system provides for a driver to complete either a work sheet or waybill at the end of his shift.

This does not simply note any defect occurring, but also states that no defect exists and that the vehicle continues to be fit for service.

Similarly, after servicing or repair, the maintenance sheet/repair sheet should be signed off by a fitter as 'fit for service.'

Unfortunately, even these systems are subject to human error or wilful avoidance.

An operator cannot guarantee that a driver will not declare a vehicle free from defects when he knows of a defect either because he wishes to keep the vehicle or considers the defect too trivial.

It is of the utmost importance, if using such a system, you retain the 'nil defect' sheets for as long as possible. It has been said that sheets showing 'nil defects' need not be kept for long.

But, without such a sheet you cannot prove that a driver has failed to report a vehicle subsequently found to be defective.

PREPARING FOR THE INQUIRY

Having collected your evidence, prepare at least three copies of each of the documents you wish to see: one set for the commissioner, one set for yourself, and one set to hand to any witness you wish to call.

If you have identified a particular short coming in your system and are able to offer a genuine solution, which you can sensibly introduce, do not be afraid to acknowledge the problem.

Little sympathy will be shown by a commissioner if you attempt to bluster or try to cover up an apparent deficiency in your operation.



If you plan to install capital items - like vehicle lifts - let the commissioner know.

Never suggest to the commissioner that an examiner has been 'over zealous.'

We have all encountered situations where that can be said of a particular examiner, but such an accusation begs the reply that 'one cannot be over zealous in respect of vehicle maintenance.'

If you feel you have a recurring problem with a particular examiner you should bring your reservations to the attention of the Vehicle Inspectorate privately and before you find yourself called to a public inquiry.

SECTION 28 - TRANSPORT ACT 1985

This section of the Act gives the commissioners the power not only to revoke a licence, but also to order that an operator, including the directors if the operator is a limited liability company, should not hold an operator's licence for such period as the traffic commissioner

determines. You should be prepared not only to defend yourself under Section 14 or Section 17 of the Public Passenger Vehicle Act 1981, but also be prepared if, unhappily, the licence is revoked, to defend yourself against an order made under Section 28 of the Transport Act 1985.

SECTION 26 AND SECTION III TRANSPORT ACT 1985

An operator who has registered bus services with the commissioner may be called before him if he receives reports from the public, his traffic examiners or from the local authority that the registered services are not being operated.

The powers given to the traffic commissioner are draconian.

You may find you have been banned from operating all or some of the services which you have registered.

And under Section III of the Transport Act 1985 the commissioner may order

repayment of part of the fuel duty rebate which you have claimed or received.

Again detailed investigation and preparation is absolutely essential before attending to defend yourself at such an inquiry.

APPEALS

Where any order is made under Sections 14 or Section 17 of the Public Passenger Vehicles Act 1981 or Sections 26, 28 or III of Transport Act 1985 having immediate effect, you should be ready and prepared to request a stay of the commissioner's decision pending an appeal.

It is becoming more frequent for commissioners to refuse such a stay and in such circumstances it may be necessary to make an immediate application to the chairman of the tribunal to overrule the refusal.

TREAT PUBLIC SITTINGS

SERIOUSLY

Finally, do not forget that

an operator's licence is a necessity if you are to continue to operate your own vehicles.

The commissioner has the power to take that licence away from you and to bring your business to a halt.

Never treat a public inquiry as frivolous and, while defending yourself to the best of your ability, treat the commissioner with respect and caution.

Certainly do not regard an attendance at a public inquiry as an appointment to be fitted in if convenient to you or otherwise.

Careful preparation of your case and attention to detail are paramount.

If you are able to convey an aura of self-confidence before the commissioner supported by the necessary documents then thus can only create a good impression.

Barry Prior is a PSV specialist with solicitors Wedlake Saint of 14 John Street, London WC1.

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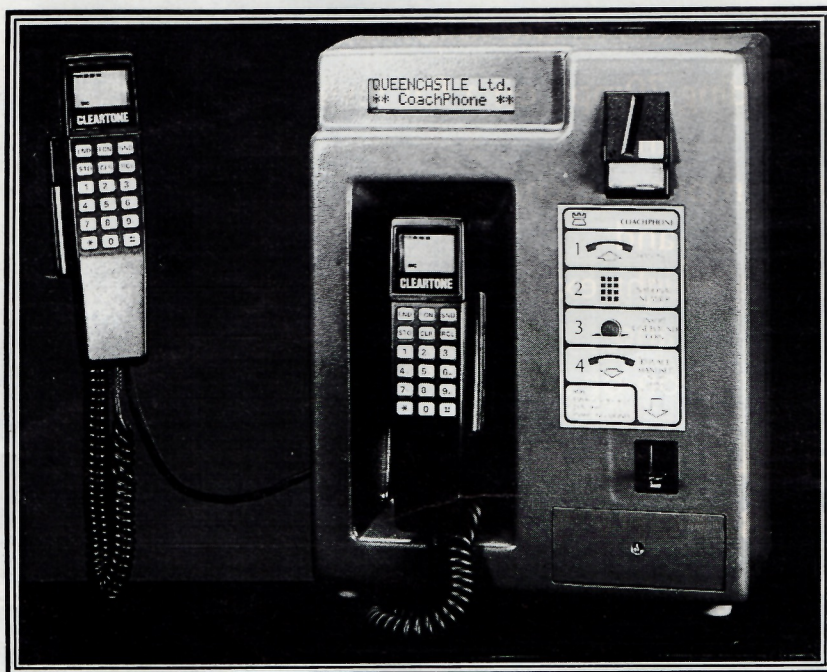
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LEGAL NEWS

Drivers' breaks rules relaxed

● THE Department of Transport has relaxed daily rest period regulations while the severe weather continues.

DTp has advised that drivers must still take a three-quarter hour break every four and a half hours to comply with EC legislation, but the requirement for drivers to take at least 11 hours rest (or nine hours for no more than three days in any week) in every 24 hours is temporarily suspended. This will allow operators to catch up on a backlog of work, and allow for extra journey time.

Additionally, the weekly rest period regulations are relaxed. The relevant legislation is Article 13(2) of the EC drivers hours Regulation 3820/85, exemption applying to Articles 6,8 and 9. A second exemption applies to Article 96 of the Transport Act of 1968. The initial exemption applies for 30 days from February 8, but will be revoked if conditions permit, warns the DTp.

● PROPOSALS before Parliament will give police new power to issue immediate prohibition notices on all vehicles including coaches and buses.

The Road Traffic Bill, which has reached the amendment stage, is expected to be implemented in 1992. Authorised constables will be created with the power to issue immediate prohibitions. There are expected to be 1,200 of these special officers.

Current legislation allows police to stop vehicles, but only the Vehicle Inspectorate's vehicle examiners can issue prohibitions. The proposed change is intended to eliminate this anomaly.

The existing role of the VI will not be affected in any way by the introduction of Authorised Constables, and it will continue with roadside checks as at present, the VI says.

Rebel fitters caused problems - says firm



ST AUSTELL operator Westbourne Motors has had its licence revoked on maintenance grounds by Western traffic commissioner Major General John Carpenter.

The company's appearance at disciplinary proceedings in Truro was its third appearance in three years. Last July, the licence authorisation was reduced from 17 vehicles to 10, and the duration cut to expire at the end of February. This was done in the light of the company's maintenance

was not reflected in the mechanical condition of the vehicles he had examined. The two fitters employed appeared to be very capable and skilled. In his opinion, either the staffing was insufficient, or inadequate time was available for them to carry out the work.

Brian Clarke, a director, alleged that the company's maintenance and administration problems stemmed from a deliberate lack of co-operation from its staff, of whom four had now set up in competition to the company. He said that he had been in the family business for six years and he felt that he knew how to run it. It was the complete non co-operation of the staff that had brought the business down. At the time of the July public inquiry, three of the company's staff had applied for their own PSV operator's licences and there were now four ex-employees in opposition.

After the last hearing he had laid it on the table to the foreman just how serious the situation was, said Mr Clarke. The foreman had agreed about the seriousness of the situation, and had said that he would see that the work was done properly. However, as far as he could see the foreman had been hell-bent on putting the company in as much trouble with the Ministry as possible. Outside of driving vehicles on contracts in the mornings and afternoons, the three mechanics had five hours a day to undertake maintenance on the fleet of ten vehicles. He could see no reason whatsoever for the vehicles to be in this condition unless it was deliberate. The maintenance staff had acted as if they were completely co-operating in front of him, but they must have been playing cards or something, instead of doing their job.

Questioned by Major General Carpenter about the lack of maintenance records, Mr Clarke said that he knew

that records had been kept but they had all gone missing.

Revoking the licence, Major General Carpenter said that the company had been clearly warned last July that unless matters improved it would lose its licence. If anything, the situation had got worse. It certainly had not got any better. He had heard evidence concerning six immediate prohibition notices, two delayed prohibition notices and a number of defect notices.

He was particularly concerned about those defects that had serious safety implications. In July, though the situation was bad, he had

The company's inspection and repair facilities were very good, said the DTp.

record, convictions for drivers' hours offences and the use of a bus without a current test certificate. (*Coachmart*, August 15).

The commissioner had to decide what action to take, and had before him an application for the renewal of the licence for three vehicles only.

Department of Transport vehicle examiner John Baker said that in October one of the company's coaches had been examined on the M4 Motorway. Six defects were discovered and a prohibition notice was issued. At a subsequent fleet check at the company's headquarters, seven vehicles were found to be defective. Faults found included illegal tyres, an emergency door jammed with no handle, a jammed emergency window, an insecure and inefficient exhaust system and defective lights. There were no maintenance records available for inspection.

The company's inspection and repair facilities were very good, said Mr Baker, but that

Westbourne was responsible whatever the difficulties it had with its staff.

decided that he would give Mr Clarke a chance to sort out the problems. Mr Clarke had said at that time that he would get rid of the company's double-deckers with the aim of reducing the difficulties. Though he did not propose to make a big issue of it, Mr Clarke did not get rid of the double-deckers immediately.

In all the circumstances, in both the public interest and in the interests of public safety, he had no option but to revoke the licence. He understood the difficulties the company had had but, as licence holder, it was responsible whatever the difficulties it had had with its staff. Westbourne's standards were well below what was required. The company had been given two chances to get it right and failed.

Refusing the company's application for a fresh licence, Major General Carpenter said that in view of everything that had happened Westbourne, was better out of business from everyone's point of view.



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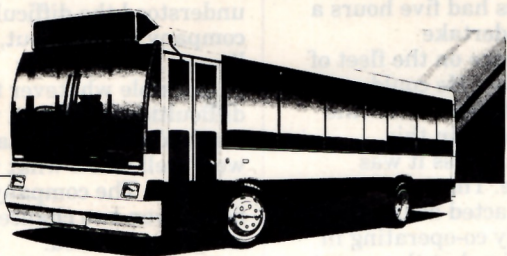


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Weekly report on law and the coach operator By Michael Jewell

Luton gets warning



LUTON & District Transport Co Ltd has been given a severe warning by Eastern traffic commissioner Brigadier Compton Boyd over its failure to operate two minibus services.

Luton appeared at a Cambridge public inquiry following a complaint from a rival operator. The commissioner was considering banning it from operating some or any local services, and directing that it repay 20 percent of the fuel duty rebate grant it received over three months.

For Luton & District, Geoffrey Jones said that there were in essence three allegations, all of which were accepted by the company. On September 3, service 208 failed to operate between 0900 and 1100 hours; on September 5, service 208

Three allegations were accepted by the company.

failed to operate between 0800 and 1030 hours; and on October 16, service 205 failed to operate over one leg of the registered route.

Mr Jones said that in June last year the company decided to introduce two new routes - Services 205 and 208. The commencement date of both services was August 20 but from an early stage it became apparent that the two services could not be operated at anything like the timetabled times, and that the journey time of 30 minutes was impossible.

Notice was given of the cancellation of the registration for Service 208 on July 25, long before it was due to commence operation. That cancellation was accepted by the traffic area on August 2, to become effective on September 7. Consequently, it should have operated between August 20 and September 7 - about 15 days excluding Sundays.

The company had

considered putting on an additional bus to run the service. At the time it did not have a regular spare minibus and the service would have been very difficult to operate with a double-deck. In addition, at the end of August and beginning of September the company did not have an additional driver available because of holidays and so on.

On days when they were too short of drivers, Service 208 was omitted from the loop if the timing was too tight. It was conceded that the traffic office had not been told what was going on.

There were a number of other services available to the public in and around the area, and no complaint was received from the public about the non-operation of Service 208.

Service 205 started on August 20. Notice had now been given to cancel the service and would take effect in March. In the mornings, despite the fact that there was now layover time, the journey time still proved to be insufficient. There were occasions when the top bit of the route was missed out by drivers to maintain the circuit time and to get the service back on time.

The drivers were instructed to do so by the company, but it seemed that those instructions were interpreted too liberally by some drivers. One driver in particular regularly omitted that section from the route. Drivers had now been instructed not to omit any part of the route.

Mr Jones said that Luton & District accepted that it had acted with less than its usual professionalism when it planned the two routes and allowed insufficient journey time. The operations director had since directed that a full series of trial runs be done to validate timings, particularly where services crossed the city centre.

It was accepted that the company should have sought another solution when the problems with Service 208 became apparent. It was accepted that there should have been more strict control



Luton & District: Service difficult to run with a decker.

over the occasions when part of the route of Service 205 was omitted. Again, there had been no complaints from the public.

Peter Collins, the company's operations director, said it operated around 200,000 miles a week, of which the Luton depot operated some 86,000 miles.

Brigadier Boyd said that it struck him that the whole thing was a gigantic nonsense from a management point of view. There had not just been a flaw in the plan. The whole plan was totally misconceived.

He did not understand how a company could make itself so vulnerable to the draconian powers he had. In reply to Brigadier Boyd, Mr Collins said that Service 205 was now being run properly and all the other 87 registered services were being correctly operated every day. It had not been the intention to 'stymie' anyone else by registering the two services concerned.

Brigadier Boyd commented that Mr Collins was saying that it was bad management rather than an attempt to take a commercial advantage over other operators.

DTP traffic examiner Keith Barton said that in relation to Service 208, no numbers had been put on bus stops and no timetable published. He had the impression that the public had no knowledge of the service.

Mr Jones said that the problems had been foreseen even before the service commenced. He asked the commissioner to view the

company's failures against the background of the operation of 200,000 miles a week to the satisfaction of the public and the various county councils. He said that the mileage lost had been very low. Luton & District had operated for four years under its present management without significant complaint.

Luton & District only ever claimed fuel duty rebate grant on the miles actually run, and not on the mileage scheduled. A direction that it repay 20 percent of the grant in the last three months would amount to a fine of approximately £50,000. That would be out of all proportion to the failure and the company's past good record.

Brigadier Boyd said that he expected all bus operators to stick to the rules, particularly a large company like Luton & District so much in the public eye and a member of the Bus and Coach Council. There

Boyd said that the whole thing was a nonsense.

was a moral obligation on operators like Luton & District to toe the line. They had broken the rules and heightened tension in a deregulated industry.

He did not consider that Luton & District had any real excuse. Indifferent, ill-informed and casual management was no excuse. On some occasions the company had actually encouraged drivers to break the rules.

However, the options of banning the company from operating any local services and directing it to repay fuel duty rebate grant were too severe on the first occasion there had been problems.

Brigadier Boyd warned that should the company appear before him again for similar malpractice, he would seriously consider directing it to repay fuel duty rebate grant regardless of the money involved, as it would have 'volunteered itself for the guardroom.'

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ENGLAND'S TOURISM MARKETPLACE



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Coach operators set for Garden Festival bonanza

Interest in next year's Garden Festival Wales is really hotting up ... and it looks like providing a bumper event for coach operators.

Two of the UK's major tour operators, Saga Holidays and Wallace Arnold, have already committed to help bring 400,000 visitors by coach to the event.

The wealth of opportunities offered by Garden Festival

Exclusive group tours at top castle

Warwick Castle, which recorded 688,000 visitors last year, has announced several new developments for the coming season.

The Castle has launched special Exclusive Tours for groups of ten or more. The Tours are personal in-depth ones of the Castle or its extensive grounds and include the Castle Tour, the Garden Tour, conducted by the Castle's landscape adviser, and a combined tour of both. The tours can be combined with a private lunch or tea.

Work is continuing on the restoration of the medieval water mill which once generated electricity for the Castle, and the Woodland Garden will be in bloom in spring, with its flowers providing a striking contrast to the Castle's formal gardens.

The full opening of the M40, with the Castle just two miles away from Junction 15, should reduce travelling time from London and the South-East dramatically.

Open: Daily, except Christmas Day, 10am-5.30pm (4.30pm November-February)

Group prices: (20 or more) adults £4.65, child (4-16) £3; OAPs £3.70.

More information from Sarah Montgomery, Marketing Manager, Warwick Castle, Warwick, Warks CV34 4QU. Tel: 0926 495421.

Wales to the travel trade and coach operators can be discussed at length with the Festival's marketing team at this year's TRAVELPACT which is being held in Cardiff.

The fifth and perhaps final UK Garden Festival, will be relying on coach tours, day and weekend excursions to bring over a quarter of all visitors to the five-month long extravaganza at the Ebbw Vale site. Within easy travelling distance of the M4 corridor, South West, South East, Midlands and the North, organised trips will make an appealing day's outing.

Many other attractions, like the Brecon Beacons, Welsh Folk Museum and The Gower are all within easy reach of Ebbw Vale.

Sample travel itineraries, incorporating visits to nearby

holiday areas and tourist attractions have been produced, enabling tour operators to plan their 1992 programmes. Tickets are now available at £7 and £7.50, depending on party size.

Said Garden Festival Wales marketing manager, Ceri Thomas: 'Interest is high among travel and tour operators and local hotels have already reported significant bookings.'

The Festival officially opens on May 1, 1992, with a spectacular arena of exhibits, theme gardens, displays and theme rides on the 96-acre site.

More information from Catherine Hill, deputy marketing manager, Garden Festival Wales, Festival House, Victoria, Ebbw Vale, Gwent NP3 6UF. Tel 0495 350198.

New attraction soon to open

A new attraction, The Times of Westminster, is set to open later this summer in Parliament Square, London.

The attraction is a multimedia historical voyage with astonishing Hollywood effects, and highlights the struggle for power between the Monarchy, the Church and the People.

There will be performances every half-hour, Monday-Saturday from 9am, in a special 260 seat auditorium at Central Hall, opposite Westminster Abbey.

There's a coach set down point with nearby parking and facilities for drivers; special facilities for the disabled and refreshments will be available in Central Hall.

Open: Late summer, Monday-Saturday 9am.

Group rates: negotiable.

For more information contact Victoria Booker, 071 836 3174.

New attractions, new theme at Efteling



Efteling's popular Laaf characters are ready to greet visitors both inside and outside their village.

Top Dutch theme park, Efteling, is offering new attractions and a new theme for the 1991 season.

From March 28-October 20 visitors will find themselves moving to the sound of rock and roll as they are transported back 40 years. The 1950s are Efteling's theme with drive-in movies,

American sedan cars and the sounds of the 50s from authentic juke boxes, rock and roll and jazz bands.

A new ride, the Pegasus, is a wooden roller coaster for the whole family in the tradition of America's Coney Island in the 50s.

Between July 11-September 8 the circus comes to Efteling

in the form of a traditional 50s circus. There'll be a big top, with seating for 1,500 and jugglers, acrobats and clowns.

But last year's new attractions, the Laaf's haven't been forgotten either, the highly popular family has now grown beyond its village and visitors are likely to meet some of the new characters anywhere in the park!

Efteling opens on March 28-October 20, 10am-6pm daily. Group prices (20 or more) are approximately £6.20 for adults. Efteling is at Kaatsheuvel in south west Holland and accessible from all the major ferry ports. Nearest port is Rotterdam, 120km away.

Both Olau Line and Sally Ferries are currently offering a variety of group packages to Efteling.

More details from Kate Dove, Keep In Touch, Kew Place, Cheltenham, Gloucs GL53 7NQ. Tel: 0242 528877.



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Grand tours to top cities

A programme of special weekend breaks in major British cities has been launched by British Heritage Tours and the Great British Cities Marketing group.

The exclusive weekends cover 10 major cities: Glasgow, Birmingham, Coventry, Bradford, Portsmouth, Cardiff, Hull, Swansea, Dundee and Plymouth. Tours to other cities are to be announced later in the year.

Each tour offers a 'Grand Tour' experience, with expert city guides accompanying each group, special arrangements such as private tours, receptions and candlelit dinners, plus accommodation in top city hotels.

The Coventry tour offers the chance to learn about transport in Coventry, with a special lecture on Transport Through the Ages, lunch on the Severn Valley Railway and a private visit to the Museum of British Road Transport; while the tour of Cardiff has a more musical note with a special trip behind the scenes of the Welsh National Opera, and visits to the National Museum and Art Gallery, St Fagans Welsh Folk Museum and Cardiff Castle.

For more information contact British Heritage Tours, Richmond Place, 125 Boughton, Chester, CH3 5BJ. Tel: 0244 342222.

Record demand forecast for themed packages



Steve Price, centre, takes a starring role in 'The Land of the Prince Bishops' break at Redworth Hall Hotel.

Tour operator Rainbow Holidays is forecasting record demand this year for themed domestic packages.

The York-based company is expecting 10,000 bookings for heritage, activity, and other special interest breaks, with

the North East as the most popular 'theme' area.

Themed holidays which have already proved popular include: Romantic and theatre packages in London; Learn to Fly weekends; 'Spend, spend, spend'

weekends in York and Edinburgh; clay pigeon shooting; whisky heritage weekends in Scotland; 'His and Hers' beauty and fitness breaks in Cumbria; Murder/Mystery weekends; Cadbury World weekend and Howards Way holidays.

In the North East popular theme breaks include Beamish weekends, including admission to the open air museum; Shopping Spree holidays and 'Land of the Prince Bishops' break at Redworth Hall Hotel, near Darlington.

According to Rainbow MD Steve Price: 'Bookings for theme breaks are no longer rare or a loss-leader to publicise the programme. They are now money-spinners in their own right.'

Rainbow's new brochure, out next month, includes many themed breaks, 330 hotels, improved coverage of East Anglia, Wales and the Lakes and many newly-opened hotels.

More details from: Steve Price, Rainbow Holidays, Ryedale Buildings, Piccadilly, York YO1 1PN. Tel: 0904 643399.

Familiarisation trips to Denby on offer

Denby Pottery is offering free familiarisation trips to group organisers as part of its major plans for a new season of Denby Pottery tours.

The original tour has been replanned and, together with the new visitor reception facilities, should make the tour one of the finest presentations of Britain at Work.

The tour begins in the Visitor Centre with an audio visual presentation followed by a short introductory talk by an experienced guide.

Guides escort the visitors to the production areas where they will see, at first hand, the skills and crafts of a working pottery.

There's a factory shop on

site, craftsman's Pantry and free coach park.

The accompanied tours are Mon-Thurs 9.30am-3.30pm; Fridays 9.30am-11am, with unaccompanied viewing Saturday-Sunday 10am-5pm.

Group prices (10 or more) accompanied tours: adults £1.50, schools/children under 14/OAPs 80p.

Unaccompanied, free. It is advisable to book all tours in advance.

Where: B6179, Ripley-Kilburn road, 8 miles north of Derby.

More information from Pat Downing, Visitor Centre Manager, Denby Pottery Company, Denby, Derbyshire, DE5 8NX. Tel: 0773 743641.

Alton freezes group prices

Alton Towers is holding its prices for the opening of the 1991 season. A new Peak/Off Peak price structure has been introduced this year, to encourage visitors during the less busy 'shoulder' periods, March-May and September-November.

Last year's prices have been frozen with group prices at: adult £7.50, child £6.50 (March 23-May 25); adult £8.25, child £7 (May 26-Sept 28); adult £7.99, child £6.75 (Sept 29-Nov 3). Peak rates apply on all Bank Holidays.

The park offers 125 rides and attractions and the 'Kiddies Kingdom' is being split into two for the new season - one section for toddlers and the other for children under 14. Three new attractions have also been added.

On-park signage has been completely re-designed to

make it even more 'user friendly' and each visitor will receive a free colour map of the park.

* The newly-formed Business Development department at Alton Towers is currently working with the coach market to develop and increase coach business. The department has just clinched a deal with National Express which includes joint advertising, print and promotional activities based on a guaranteed minimum level of increased departures by National Express to the park. Two familiarisation days for coach operators have been announced by the department. Dates are Sunday April 14 and Sunday September 15.

More details from Kay Morrice, Business Development executive, Alton Towers, Alton, Staffs ST10 4DB. Tel: 0538 702200.

■ BRIEFS

Norfolk's Banham Zoo and Monkey Sanctuary has a worldwide collection of animals and birds plus a specialised collection of rare and endangered species of primates.

Set in more than 20 acres, it's beautifully landscaped and has a putting green, ice-cream parlour, restaurant and coffee shop. There's also a bird garden and craft shop.

Open: Daily, except December 25-26, 10am-6.30pm or dusk if earlier.

Group prices: adults £2.50, children and OAPs £1.50.

More details from: Banham Zoo, The Grove, Norfolk NR16 2HB. Tel: 095 387 476.

● Coach visits to Gateshead's giant MetroCentre showed a 31% increase last year. Coaches visiting the massive shopping complex during 1990 totalled 8,797 - an all-time record.

Biggest increase was in coaches from County Durham - up 110% - while coaches from 'elsewhere' increased by 38%.

The centre is now hoping that the massive coach park will become a coach interchange centre.

'Most coach companies believe our coach park has the best facilities in Europe,' said Marketing Manager John Bryson.

'The introduction of coach interchange facilities would further enhance the centre's standing within the coach trade.'

● Two new guides, detailing the group outings and conference opportunities in Suffolk, have been produced by Suffolk Coastal District, Leisure and Tourism.

The guides are supported by local attractions and offer a wide variety of choice of venues.

'Many people in the travel trade and conference organisers need to be constantly reminded of the gems to be found in this region - hence the guides,' said Valerie Donovan, the Council's Tourism and marketing manager.

More details from Valerie at Suffolk Coastal District Council, Council Offices, Melton Hill, Woodbridge IP12 1AU. Tel: 03943 3789 ext 2451.

West woos those missing millions

The West Country Tourist Board is to begin a £500,000 campaign to attract the 'missing Millions' back to the area and retain its No 1 holiday position.

More than 30% of all domestic holidays are taken in the region and, outside of London, the region attracts the highest tourism expenditure, estimated at £2.2 billion in 1991.

A survey, carried out for the Board by MEW Research, shows that millions of tourists are no longer being attracted to the region and highlighted tourist complaints which include: need for more all-weather attractions; more budget hotels, problems in

access and parking and a lack of glamour compared to overseas holidays.

The Board is now to spend £500,000 and try to influence local tourism suppliers who spend millions of pounds more, into re-positioning the image of the area.

West Country strengths, mentioned in the survey, include: lots of places of interest and heritage attractions; beautiful natural scenery; friendly locals; clean, well-maintained environment.

Says WCTB Marketing Manager, Mike Weaver: 'We believe there is a lot of mis-informed opinion, because the region lost a holiday-taking

generation in the 70s and 80s to overseas holidays. Many of the criticisms were from 'lapsed' holidaymakers who only remember the traffic jams of the 60s, rainy days and a shortage of hotels. Massive bypass and road improvement schemes and vast annual investment in the holiday industry during the last 20 years has changed that picture.'

'Our immediate focus is to tempt people in the 40s and 50s and young families.'

More information from Mike Weaver, West Country Tourist Board, Trinity Court, Southernhay East, Exeter EX1 1QS. Tel: 0392 76351

Time to book for the Royal tournament

Plans for this year's Royal Tournament at London's Earls Court - set to be even more popular than last year's record-breaking event - have now been finalised.

And coach operators are urged to make their bookings early.

Organisers of the show are already canvassing operators with full group details and special free posters, with a blank space for the operator's own message.

This year's event features medieval jousting, massed bands of the Cavalry, the King's Troop RHA, American Civil War Battle, and a Royal Navy Field Gun competition.

Inside Earls Court, there's an exciting exhibition area with displays, souvenir shops and refreshments. Doors open 12 noon (except Mondays) and 6pm.

There are two performances at 2.30pm and 7.30pm, July 10th-27th. There are no performances on Sundays and one evening performance only on Mondays.

Group prices: adults £5.85 - £14.40; children and OAPs £3.25-£8. Royal Enclosure (no discount) £20.

Booking arrangements: By telephone at any time - 071 373 0100. Tickets will be held until June 21st and must be paid for by that date.

More information from the Box Office, Earls Court Exhibition Centre, Warwick Road, London SW5 9TA. Tel: 071 373 0100.



You'll just love MOOT

Group travel organisers will have received special Valentine's cards last week courtesy of the English Tourist Board, organiser's of this year's MOOT 91.

The special Valentine's cards with the message: 'You deserve the world on Valentine's Day and the best of England on 17 and 18 April,' were sent out by the MOOT 91 team, clockwise from left: Emma Lawson, Christine Pott, Sheila Hughes and Kirsty Luckman.

MOOT 91, England's Tourism Marketplace, is at the NEC Birmingham on April 17-18.

Details from MOOT 91 office, English Tourist Board, Thames Tower, Black's Road, London W6. Tel: 081 846 9000.

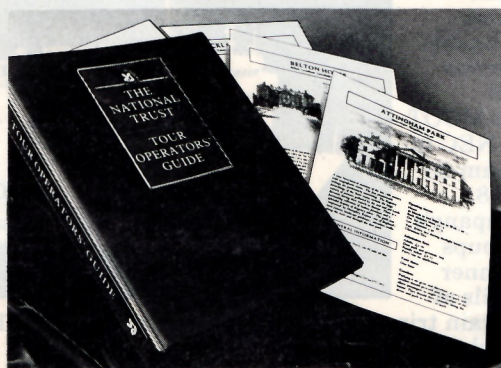
TO SEE THE BEST THE COUNTRY HAS TO OFFER, TAKE A LEAF OUT OF OUR BOOK.



The National Trust's Tour Operator's Guide introduces you to a kaleidoscope of houses, castles and gardens.

For many years it has provided coach and tour operators with an invaluable source of reference to 80 different Trust destinations, each specifically selected for its suitability for group visits.

This year's new-look guide contains more information than ever.



As well as details of the Trust's shops and restaurants, the new guide includes special information for coach operators and drivers.

The National Trust's Tour Operator's Guide can be used as an authoritative reference book, or as a basis for planning trips to a selection of Trust

destinations.

The new convenient format means you can remove selected properties from the loose-leaf guide to make tour planning easier.

Send for your Tour Operator's Guide now and make the most of what the National Trust has to offer.


The National Trust

Please send me my Free copy of the New National Trust Tour Guide.

NAME _____

ADDRESS _____

CTE _____

POSTCODE _____

Travel Trade Office, The National Trust,
36 Queen Anne's Gate, London SW1H 9AS.
Tel: 071-222 9251. Facsimile: 071-222 5097.

CRICKET ST. THOMAS WILDLIFE & LEISURE PARK

Film location for the BBC TV series 'To The Manor Born'

Beautiful natural valley offering a wonderful day of wildlife discovery plus entertaining things to see and do for all the family. Superb gardens, tropical aviary, elephants, big cats, monkeys, camels, deer, flamingoes, heavy horse centre, sealion show, woodland railway, 'jungle safari' rides, adventure playground, Victorian style shopping arcade, full catering facilities.

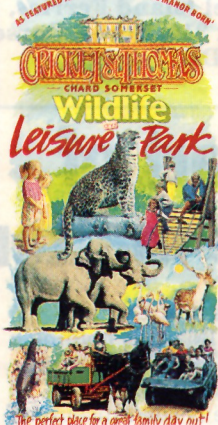
Open daily 10am - 6pm

Brochure and details from

The Estate Office, Cricket St. Thomas, Chard, Somerset.

Telephone 0460 30755.

ON THE A30 BETWEEN CHARD AND CREWKERNE



WOBURN ABBEY BEDFORDSHIRE

Home of the Dukes of Bedford for 350 years. Contains one of the most important private collections. Surrounded by 3,000 acre Deer Park.

- * 40 acres of gardens * Gift Shop
- * Pottery * 40 Antique Shops

Flying Duchess Pavilion Coffee Shop (Party Catering Menus available)

Large Coach Park

Group Rates available

Tel. (0525) 290666



CHRISTMAS TOURS

Capture the essence of Christmas: from the charm of Austria to the homely attractions of Scotland.

A range of superior hotels, some with full health and leisure facilities, all offering traditional Christmas fare, evening entertainment and unrivalled hospitality. From the Alps to the Highlands, exclusively from us and from as little as £165 per person for 4 nights' full board accommodation.

Be it Christmas or mid-summer, 1991 or 1992, don't leave it to chance, call us now, free, on:

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NORMAN ALLEN

13 COMMERCIAL STREET HEREFORD HR1 3DB, UK
TEL: 0432 277646 FAX: 0432 352041 TELEX: 35526 ALTRAY G



Relive the Battle of Waterloo

Belgium's Wellington Museum, situated in the heart of Waterloo, is adding a new tour this year to its many existing tours and attractions.

The new tour takes in two new attractions - the renovated Wellington Museum and a new Visitor's Centre on the battlefield itself.

The Wellington Museum is the original coaching inn in which the Duke of Wellington set up his HQ before the momentous battle. It tells the story of the events leading up to Napoleon's defeat, and displays weapons, uniforms, documents and a series of illuminated maps which recount the different phases of the battle.

Nearby is Caillou Farm, Napoleon's last headquarters, and now a museum, and Hougomont Farm the original forward post of the Allied right wing and scene of the most violent and costly fighting of the Battle.

All these famous landmarks can be combined into individual tours, lasting from 2-6 hours.

Open: Every day except December 25 and January 1, 9.30am-6.30pm or 10.30am-5pm, depending on season.

Group prices: (20 or more) adults 50BF, OAPs and students 40BF, children 6-12 30BF, under 6 free. Guided tours from 180BF - 310BF.

More information from: Musee Wellington, Chaussee De Bruxelles 147, B - 1410 Waterloo. Tel: (010 32) 2 354 78 06.

Next week: Special Coach Tours and Excursions feature on gardens and gardening shows.

Ferry group bargains on offer

Special bargain fares for groups is one of the goodies from British Channel Island Ferries which will feature at MOOT 91 at the NEC in Birmingham on April 17-18.

The company's special groups travel planner gives details of many bargain trips to the Channel Isles, open to groups of 10 or more.

Ferry-only fares start at just £35 for a Saver Return and excursion opportunities are also on offer with free

places for groups of 16 or more.

Guernsey Hoppers are offered at £17 return per person, while Jersey Mini-Cruises at just £22 per person, provide a full day in



Jersey, with night crossings there and back. Optional add-on coach tours are also available on these excursions.

The company also runs its own inclusive package Island Breaks - from £51 prices include return ferry crossing and two nights' bed and breakfast. The Groups Department will also tailor-make Island Breaks. More special excursions are planned for late autumn and winter.

More information and copies of the Groups brochure from: Groups Department, British Channel Island Ferries, PO Box 315, Poole, Dorset BH15 4DB. Tel: 0202 681155.

Warm welcome at Chatham



The 40-strong visitor hosts and guides at The Historic Dockyard, Chatham, have been commended by the South East England Tourist Board in their 1990 Warmest Welcome Awards.

The team look after visitors throughout the 80 acre site and help with the annual programme of events.

'We receive a lot of letters from satisfied customers, praising the friendliness and

courtesy of our staff,' said general manager Bruce Robertson.

Winner of the attractions section of the Warmest Welcome Awards was Leisure Sport Ltd, owners of Thorpe Park in Surrey, who also won the overall customer care award.

More information from Sue Hudson, The Historic Dockyard, Chatham. Tel: 0634 812551.

Heart of the matter

The Heart of England Tourist Board is holding a special Outings Fair on Saturday March 9.

Venue is the Museum of British Road Transport in Coventry and more than 50 attractions from Staffordshire, Shropshire, Herefordshire, Worcestershire, Gloucestershire, Warwickshire and the West Midlands will be exhibiting. Attractions include historic homes, gardens, activity centres, zoos wildlife and theme parks.

More information from Annette Price, Marketing Department, Heart of England Tourist Board, Larkhill Road, Worcester WR5 2EF. Tel: 0905 763436.



COACHES WELCOME



WALES

THE BELGRAVE HOTEL TENBY

Warm, friendly, comfortable, good food,
choice menu, nightly entertainment.
All bedrooms with tea, coffee making facilities,
Sky TV. The majority with private bathrooms.

EASTER, APRIL & MAY

Mon-Fri Half Board £69.50 Sun-Fri £84.50

Tel. Tenby (0834) 2377 ask for Malcolm Thomas

Late September: Arrive Friday, Saturday or Sunday

7 Nights from £140.00 6 Nights from £115.00 5 Nights from £94.50

Ring now for October/November Special Breaks

(16339/HO)



TREVONE HOTEL GRAND PROMENADE, LLANDUDNO DUE TO CANCELLATION WE HAVE VACANCIES

18th-25th May, at £110 per person.
28 rooms, most en suite. Tea making
facilities all rooms. Lift to all floors.
Dance floor. Entertainment 3 nights. Also
vacancies 12th-19th October at £95 per
person.

FOR FURTHER DETAILS

PLEASE TELEPHONE

(0492) 76314 (17458/HO)

WESTON-SUPER-MARE

SEAWARD HOTEL Weston-Super-Mare

A licensed family run seafront hotel.
The ideal coaching hotel. All
bedrooms en suite, lift, TV + coffee
facilities, hairdryer, entertainment
etc.

**1 WEEK ONLY
11th to 18th MAY
SPECIAL OFFER**

0934 621227

(17561/HO)

HOTELS? JOURNEY BREAKS?

0733 898111



TORQUAY

Newly refurbished SHEDDON HALL HOTEL Torquay

Two star family run hotel. 27 bedrooms, mostly
en suite, 200 yds sea-front, close to theatre,
English Riviera Centre. Television, tea & coffee
making facilities in all bedrooms.

Entertainment. Coach parking. Driver free.
Due to cancellation weekend, four nights and
weekly dates available

Call Adrian Knight

0803 292964

(17562/HO)

TENBY

Southbourne



Warm, friendly, comfortable hotel, with a choice of
menu.

Licensed bar, dancefloor and entertainment.
Many bedrooms with private suite, tea/coffee making
facilities and all rooms have colour televisions.
Day trips especially welcome for lunch meals in
parties or groups.

We specialise in coach parties.

For further details ask for John on: (0834) 2186

(16449/HO)

GREENHILLS HOTEL, ST FLORENCE, TENBY

Situated in its own grounds, this beautiful hotel, boasts many facilities
including swimming pool, sauna, bar, games room, dining room and TV
lounge, well appointed bedrooms with facilities in most offering large
family rooms, twin doubles and singles. Good wine, excellent home
cooking, special rates for party bookings.

For further details contact Mrs Probert

Tel: 0834 871291

Fax: 0834 871291

(12593/HO)

SCOTLAND

PITLOCHRY CENTRAL SCOTLAND ROSEMOUNT HOTEL

3 Crowns Commended
Fully licensed 23 bedroomed
hotel. Function room with dance
floor. Superb views. Central
heating, colour TV, tea and coffee.
All rooms with private facilities,
some on ground floor. High
standard of decor. Good food.
Warm hospitality and helpful staff.
Packages and prices by
negotiation.

For full details

tel. (0796) 2302

(15817/HO)

NEWQUAY

NEWQUAY PARADISE BEACH HOTEL Watergate Bay, TR8 4AB

A comfortable and friendly-run hotel situated in a sunny,
sheltered valley, gently sloping to the bay; the beach 150 yards.
Newquay 3 1/2 miles. 23 bedrooms, 21 en suite, some sea view.
All rooms have colour TV, baby listening, tea-making, hair dryer,
telephone and razor points. Full central heating, sauna,
solarium, games room, licensed bar, dance floor, laundry room,
choice of menu and entertainment.

Vacancies April/May and Sept/Oct

CONTACT ANN THOMAS ON (0637) 860273 (15850/HO)

NEWQUAY

THE CHERRINGTON

is a family run Hotel in walking
distance of Fistril and Crantock.

Ample parking space.
Most bedrooms with private
facilities.

All with colour TV.
Good home cooked food, varied
evening menu and full English
breakfast.

**WEEKEND SPECIAL: Friday -
Monday, £28.00 + VAT. All of Oct and
Nov, March and April 1992.**

**ALSO 1 WEEK SPECIAL:
Wednesday - Monday May 29th -
June 3rd, £50.00 + VAT.**

For further details please contact:

ANGELA TUFFNEY

NEWQUAY 0637 873363

(17491/HO)

GREAT YARMOUTH

REDRUTH HOTEL, GREAT YARMOUTH. GROUP VACANCIES

**May 18-25. £92 per person
August 17-24 £120 per person**

Bed, breakfast and evening dinner,
close to sea front.

★ Passenger lift

★ All rooms en suite

★ Tea making facilities

★ 6 nights live entertainment

5% commissions. Parties of 45 persons.

Further details

Tel (0493) 844017

21/24 Nelson Road, South

(15832/Ho)

EASTBOURNE

EASTBOURNE

A delightful licensed Hotel.

Ideally situated close to sea front
has vacancy for group.

**20th APRIL - 27th APRIL
27th APRIL - 4th MAY**

En suite rooms available.

Superb cuisine, lift.

**FAIRLANDS HOTEL
Tel: 0323 33287**

(16340/HO)

BLACKPOOL

LANCASTER HOUSE

A family run hotel with an
excellent reputation for good
food and hospitality, near to
shopping centres,
entertainment and night
spots. Tea & coffee facilities in
all rooms with colour TV.
Telephone and full central
heating. Excellent rates for
party bookings.

For further details contact

John & Grace Walters

Tel. 0253 41928

(15834/Ho)

BEDFORDSHIRE

CREAM TEAS

Lunches & afternoon tea,
**by arrangement,
Open all day**

THE ANGEL

300 years old Inn next to duck
pond on pretty village green.
3 mins from M1 Junction 12,
near Whipsnade Zoo & Woburn.

Tel. 05255 2380

Ask for Paula

**(A member of S. Beds Tourism
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RATES

PRIVATE SALES - Contact Sally Wright. Display: £9 per single column centimetre - 3 or more insertions £8.10 per single column centimetre. Lineage: £1 per word (minimum 25 words) 3 or more consecutive insertions 90p per word. Subscribers' Privilege Lineage Rate: 50p per word (minimum 25 words) 3 or more consecutive insertions 45p per word.

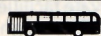
TRADE SALES - Contact Sally Wright. **PRODUCTS & SERVICES** - Contact Andy Tomblin. Display: £9 per single column centimetre. Series discounts (for space taken within 12 months of first ad appearing) 7 insertions: 5%, 13 insertions: 10%, 26 insertions: 15%, 39 insertions: 17½%, 52 insertions: 20%.

APPOINTMENTS - Contact Christine Bunting. Display: £12 per single column centimetre. 20% repeat discount.

COACHES WELCOME, MEALSTOPS, FEATURES - Contact Ruth Kitchen. Display: £11 per single column centimetre. Series discounts available. Please phone for details.

Copy deadline: 1pm Tuesday for Thursday's issue. Cancellation deadline: 11am Tuesday.

BARGAIN BUSES



BARGAIN BUS

1985

MERCEDES 307D

12 high back seats, full soft trim, high roof, test Aug '91, 24 mpg, excellent condition.

£5,750 ono + VAT

Tel. 0829 732378

(17481/BB)



BARGAIN BUS

1982

MAN SR 280 HIGHLINER

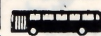
Private plate, MoT Dec 1991, 49 recliners, toilet, fridge, drinks machine, tinted windows, roller blinds, drivers bunk, radio/cassette, PA system, first class condition.

£29,000 + VAT

Tel. 0896 55577 or

0896 55671

(17513/BB)



BARGAIN BUS

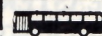
1983 DAF VAH HOOL ALIZEE

48-seater, PSV'd, toilet, radio cassette, PA, very good condition, give away price.

Tel. 0285 720752/3 or 0285

653882 eves

(17542/BB)



BARGAIN BUS

BEDFORD 500 DUPL DOMINANT I 1978 (T)

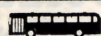
53-seater, tested to August 1991.

£4,250 ono for quick sale

Tel. 0896 84360 or

evenings 0896 822175

(12576/BB)



BARGAIN BUS

1975

LEYLAND LEOPARD

53 seat service bus, Alexander body, 680 engine, manual box, tested.

Tel. 0226 727769

(12563/BB)



BARGAIN BUS

G REG MERCEDES ENSIGN CHARISMA

52 seats (inc dvr), recliners, toilet, drinks, sleeper comp, radio/cass/PA, air cond, MoT.

POA

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(0285) 653882 (evenings)

(17541/BB)



BARGAIN BUS

LEYLAND LEOPARDS

1976-77-78-79-80

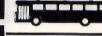
Choice of 20 Plaxton Duple. All with long MoT.

Prices from £6,000 - £11,000

Rennie of Dunfermline

Tel. 0383 620600

(12597/BB)



BARGAIN BUS

1979 LEYLAND LEOPARD

Dominant II. 53 seater, tested till Nov '91.

£13,000 ono + VAT

Tel. 0626 66580

(12589/BB)

AEC

ALLCO PASSENGER VEHICLES SPECIAL OFFER

Tail pipe to fit 11 or 12m...

... only £45

Just discovered

Authentic AEC tiles, send your

£5 NOW

Ring us first
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(12580/AEC)

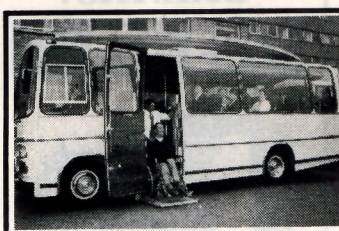
1966 AEC REGAL 70 seater, double decker. Collector's item. Good engine, good tyres. £1,500 £1,100 + VAT. Tel. 0286 870484. (17530/AEC)

BEDFORD

1982 BEDFORD YNT TURBO. Plaxton Supreme IV, GT, 53 seater, tinted glass, curtains, private plate. 12 months MoT. Excellent condition. £10,250 + VAT. Tel. 0462 814695 eves. (17488/BE)

1986 BEDFORD 500, 35-seater Plaxton Paramount 3200, MoT May 1991, curtains, radio cassette, recliners, very good condition inside and out. £31,500 ono + VAT. Tel. 081-808 2000. (17501/BE)

1980 BEDFORD PLAXTON PJK. 29 seater, radio cassette, P/A, power door, curtains. Exterior all cream. Test till Sept '91, tax Jan '92. Excellent condition. £7,200 + VAT. Tel. 0388 772772. (17494/BE)



BEDFORD 29 SEATER PJK

1983, Y reg, taxed and MoT Class V with side lift. All reasonable offers considered.

ST DUNSTANS

Tel: (0273) 307811 ext 3203

Ask for D Parker during office hours (17611/BEDFORD)



AUGUST 1987 E REG

BEDFORD PARAMOUNT III 3200

53 seats, red/grey interior, radio PA, tints, heated mirrors, power door, spots, side lockers, speed limiter, alarmed, only 45,000 owner driven miles from new, pristine condition.

£41,000 + VAT ono

Telephone: 061 633 4845

(17495/BE/PC)

CHOICE OF 6. 1977-80 Dominant II, 45/53/57 seaters, offers invited. All long MoT's. Tel. 0508 41262. (17523/BE)

1983 BEDFORD PLAXTON PJK, 29-seater, radio/cassette/PA, all white, vgc, test Oct '91, £9,000. Windmill Coaches, tel. 0206 210263 (Essex). (17357/BED)

1977 YMT PLAXTON SUPREME III, 53 str, MoT Nov '91, side lockers, power door, radio, pa, £3,900 plus VAT. South Dorset Coaches, Swanage. Tel. 0929 423622. (17467/BE)

1984 Bedford YNT. Duple Laser. Tested May 1991, will re test if required. Good condition all round. £20,000 + VAT ono. Tel. 0324 824146. (12557/BE)

BRISTOL

1983 (Y) BRISTOL LHS. Plaxton Supreme V, 33 E type seats, in red, power door, Bristol dome, tinted windows, radio cassette. MoT 15/12/91. £17,000 + VAT ono, P/x considered. Tel. John MacEwan, Dumfries. Tel. 0387 710357. (17484/BR)

DAF

1985 DAF BERKHOF. 57 semi recliners, MoT Oct '91. Good condition. £40,000 + VAT ono. Tel. 0508 41262. (17521/DAF)

DAF PLAXTON

Rear engine 2300. Radio cassette. 53 e-type seats. First reg 1/2/85. MoT till 10/3/92

£39,500 + VAT

Tel: 0788 832261

(17487/DA)

1984 DAF SB2300 PLAXTON PARAMOUNT 3200, two star spec, 53 reclining seats, curtains, radio cassette, PA, Telma, MoT Dec '91. £37,000 ono + VAT. Tel. 081-808 2000. (17502/DAF)

1982 Private Plate DAF BOVA EURO-PA, 53 recliners, courier seat, continental door, curtains, radio cassette, PA system, power door, Webasto heating, recon engine 6 months, 1 year's MoT, nice condition, £23,000 + VAT. Tel. (042121) 6628. (12537/DAF)



DOUBLE DECKERS

GREYHOUND INTERNATIONAL TOURS HAVE FOR SALE:

VRT Double Deck buses 1974-76, prices from £1,500-£5,000 with or without MOT, also range of cheap coaches, as well as up to date models. AEC REGENT DOUBLE DECK BUS, automatic and 1973 London Transport DMS automatic with 12 months MoT.
45 Broadway, Bexleyheath, Kent DA6 7JT.

Tel: 081-303 6303

(17533/DD)

BRISTOL
VRT

Gardner engine, current MoT,
1974, 74 seats, choice of 3

£2,800 + VAT

S. Ellis 0782 744744
Stoke & Birkenhead

(17549/DD)

FORD

FOR SALE

1978 S REG FORD PLAXTON SUPREME.
53 seats, radio/PA, side lockers,
power door, twin fuel tanks,
new MoT £4,800 + VAT
1978 T REG FORD PLAXTON SUPREME.
53 seats, radio/PA, side
lockers £5,000 + VAT.
Both coaches in daily use.

Tel. 0604 890210

YORKS COACHES
Short Lane, Cogenhoe
Northampton NN7 1LT

(17416/FO)

FORD

FORD R1114 PLAXTON
SUPREME IV.

53 seat, power door, radio/cassette/PA, MoT April
'91, new test applied for, tints, curtains, Telma,
new engine, new springs and brakes, wheel trims.
Very reliable.

£8,500 + VAT ono

Tel. 0786 70255

Mobile 0860 667617

(17515/FO)

1984 FORD QUEST
PARAMOUNT 3200

53 recliners, rebuilt engine, new
MoT, many extras, excellent
condition, stock of spare
parts available. Only

£21,000 + VAT

Tel: 031 663 2272

(17503/FO/PC)

IVECO

1985 IVECO BERKHOF, 25 reclining
seats, good condition, tested 7/91. Tel.
081 965 5333.

(17644/IV)

LEYLAND

LEYLAND LEOPARD PLAXTON, 57
seater. MoT Nov '91, new Paramount
front and repanelled with new mouldings.
Very good condition. £3,750 +
VAT for quick sale. Tel. 0388 608180.

(17498/LE)



1982 LEYLAND LEOPARD

53 seats, recon engine, brakes relined,
MoT 4.2.92.

£17,500 + VAT

Would consider 20-29 str in P/X

E V WING & SONS, SLEAFORD

Tel: 0529 302473

Fax: 0529 414524

(17455/LE)

LEYLAND

LEYLAND LEOPARDS

DUPEL DOMINANT II WITH WHEELCHAIR LIFTS

V REG 12M, 53 seater, clamping space, new Ratcliffe lift,
reseated, curtains, galley, drinks machine, radio pa,
Webasto, Bristol dome, wheel trips, new rear body frame,
tested March '91 £13,000 + VAT

V REG, 49/53 seater fitted with a new Henderson Hidaway
lift, Webasto, reseated, new engine Sept '90, tested May
'91 £10,000

with the lift, £7,000 with the lift removed but door and
fitting still in place

T REG 11 METRE, 49 seater fitted with a Ratcliffe lift,
reseated, courier seat, galley, drinks machine, new rear
body frame, Bristol dome, radio pa, tinted windows, new
gearbox, tested June '91 £12,000

The vehicles only offered because work
load demands younger vehicles

CARELINE 021 771 3558

(17537/LE)

UNITED WELSH COACHES LTD

HAVE FOR SALE A SELECTION OF THE FOLLOWING VEHICLES.

1977/78/79 LEYLAND LEOPARD PLAXTON & DUPEL, 49-53 seater
vehicles. All with long MoT £8,500/£9,500

1981/82 LEYLAND LEOPARD PLAXTON/DUPEL, 49-53 seaters,
some with toilets £16,000/£17,500

All the above vehicles are in excellent condition and in daily use.
Delivery of replacement vehicles in early February means space is
required.

1977/78/79 LEYLAND NATIONALS 52 seater and BRISTOL VRT
DOUBLE DECKERS. Reasonable prices, some with MoT.

ALL PRICES SUBJECT TO VAT

For further details please contact BEV FOWLES or
ALUN PHILLIPS on SWANSEA (0792) 892508

(17486/LE)

1978

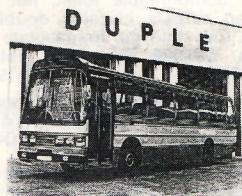
LEYLAND LEOPARD

MoT October 1991,
47 reclining seats.

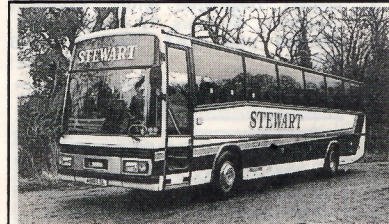
£8,750 + VAT

Tel: 0446 793957

(17630/LE/PC)



EXAMPLE



1979 FORD TRANSIT, PSV'd, MoT July
91, 12 seats, reliable vehicle, would
make a good school bus. £750 + VAT.
Tel. 0705 829992 (Day); 0705 372343
(Eve).

(17370/FO)

LAG

1986 OCT (D) LAG PANORAMIC, 49
seats, toilet etc. All usual Lag extras,
very low mileage and in excellent
condition, used exclusively on own touring
programme. Choice of 3 - all just
tested, £56,500. Tel. Crusader Holi-
days, Clacton-on-Sea (0255)
425453.

(17593/LAG)

MAN VW

M.A.N. SR 280

High floor, 12 metres, 49 recliners
+ courier seat, centre sunken
toilet, drinks machine, driver's
bunk, new video, double glazing,
roller blinds, new £8000 factory
engine still with 9 months of
manufacturers warranty, private
plate, air suspension. Taxed, MoT
until June. A nice full executive
coach for only

£32,000 plus VAT

Tel. 0483 234649

or 0428 604707 eves
(Surrey)

(17496)

1985 TIGER 245
EXECUTIVE

49 recliners, toilet, video/3 monitors, drinks machine,
tinted glass, curtains, courier seat, Webasto, recent
MoT, very good condition.

Bargain

£42,950 £37,950 ono

Telephone: Brian Jones

Link Line Coaches 081 965 2221/0298

(12558/LE)

1982 LEYLAND TIGER
245 PLAXTON
VIEWMASTER

51 seats plus courier, MoT Nov '91,
carpets, wheel trims, phone,
outstanding condition for year, 2
owners only, full services history

£25,000

1950 BEDFORD O/B

29 seats, all original equipment and
condition, PSV, MoT till May '91,
drives and looks superb.

£7,500 ono

1975 VOLVO B58
PLAXTON

53 seats, retrimmed, 12 months
MoT, carpets, Bristol dome.

£5,950

Tel. Maypole Coaches
0704 895150

(17520/LE)

LEYLAND

1983 LEYLAND
LEOPARD

12 mtr, 57 seats, MoT April '91, double glazed, Webasto, heater. Only

£16,250 ono + VAT

Tel. 0745 853871

(17514/LE)

1984 (A)

TIGER 245/
PARAMOUNT 3500

First reg 2/84, MoT to Nov '91, 50 recliners, courier seat, double glazed, interior beige, exterior all white, recent body attention & repaint. Leyland recon engine fitted 4/90.

£34,000 ono + VAT

Contact: Eric 091 517 0177
Durham Travel Services Ltd

(12552/LE)

1981 Leyland Leopard Plaxton 5, 53 seats, curtains, PA, radio, long MoT, good condition. **£16,000 + VAT ono.**
Tel. 0547 528303. (17447/LE)

SCANIA

Nov 89.

PLAXTON 3500
K113

49 'R' seats, toilet, video, Webasto, hot drinks, fridge, Telma, ABS, Cont door and D.G.

AUG 89

DUPLÉ 320SL K93

51 'R' seats, toilet, video, cont door. CHOICE OF TWO. One with D.G. and Webasto.

Vehicles open to offers with or without part exchanges.

Tel. Motherwell (0698)
63961/62183 9am to 5pm

(17506/SC)

1986 SCANIA BERKHOF. 49/53 recliners, demountable rear toilet, hot drinks machine, MoT March '92. **£55,000 + VAT ono.** Tel. 0508 41262. (17522/SC)

VAN HOOL ALISA DH SCANIA K112. First registered 1/12/88, MoT until 1/12/91, 10 months warranty, 51/55 recliners, demountable toilet, hot drinks, video, carpets, curtains, double glazing, low mileage. Immaculate condition. **£85,000 + VAT.** Tel. 0825 790745. (15693/SC)

VINTAGE VEHICLES

1959 COMMER KARRIER 14 SEATER, full rebuild in original colours, tested 11/91, **£8,000 plus VAT.** Tel. 081 965 53333. (17641/VV)

MERCEDES



MERCEDES 307D

1986 Reeve Burgess conversion, MoT 15.1.92, 12 h/back coach seats, h/roof, l/mileage, radio, tach, tinted windows. Must be seen to appreciate.

£7,950 ovno

Tel: (0454) 778871

Nr Bristol

(17457/MERCEDES)



MERCEDES 0303 RHD 1983

53 recliners, plus courier. Full Su-trak air cond, Webasto, new clutch, 12 month ticket, excellent condition.

£41,500 plus VAT ovno

Tel. (0562) 710717 anytime

West Midlands

(17640/ME)

1989 F REG

MERCEDES
CHARISMA

49 seats, full executive spec, excellent condition.

£65,000

Telephone:
051 523 3118

(17490/ME)

NEOPLAN



NEOPLAN SKYLINER

Double deck, 1984. New 12 months certificate of fitness, blue interior, white/orange/blue exterior, very tidy vehicle, Mercedes Benz V12, with 6 speed ZF gearbox.

£39,000 + VAT

NO OFFERS

Tel. (0928) 564515

(17544/NE)

VOLVO

VAN HOOL ALISA DH SCANIA K112, first registered 1/12/88, MoT until 1/12/91, 10 months warranty, 51/55 recliners, demountable toilet, hot drinks, video, carpets, curtains, double glazing, low mileage, immaculate condition, **£85,000 plus VAT.** Tel. 0825 790745. (15693/VO)

1983 Volvo B10M 3500. Paramount, 49 recliners, toilet. **£39,000 + VAT.** Tel. 0271 43538. (17512/VO)

1980 Volvo B58 Plaxton. Power door, 52 seats & courier, tinted windows, curtains, toilet, c/machine, fridge, TV, radio/pa, mechanically superb, new tyres, tested till August. Owner driver. Tel. Isle of Wight (0983) 866670. **£21,500 + VAT.** (17483/VO)

WANTED

**BERKHOF –
VAN HOOL –
JONCKEERE
EXECUTIVE HIGHLINER**

Tel: 081 883 0160 or

Fax: 081 883 3913

(12574/VO)

1986 B10M 3500
PLAXTON

52 recliners, armrests,

curtains, MoT June.

£60,000 + VAT

1979 B58

DOMINANT II

51 seats, MoT Dec '91.

£12,500 + VAT

Tel. 041 554 5053

for further details

(17539/VO)

VOLVO

ALLANS OF GOREBRIDGE

1985 VOLVO. B10M Plaxton.

53 r/seats in red, exterior two tone

blue, radio, PA, Webasto heating.

£45,850 + VAT

1982 VOLVO B10M Plaxton.

51 r/seats, exterior two tone blue,

interior red, radio & PA.

£25,500 + VAT

ALL ABOVE COACHES IN VERY

GOOD CONDITION

TEL 0875 20533/20377

FAX 0875 22468

(17540/VO)

1981 Volvo B58 Plaxton Supreme. 50 recliners, re-upholstered 1990. curtains, radio, cassette, PA, recon engine, side lockers, additional entrance step, other extras. **£20,000 ono.** Tel. 081 590 3515. (17482/VO)

1981 VOLVO B58 PLAXTON SUPREME IV, 53 seater, power door, radio, P/A, MoT 6.12.91. North Mymms Coaches Ltd. Tel. 0707 371866. (17532/VO)

SETRA



1982 PRIVATE PLATES KÄSSBOHRER SETRA 215H. Superb condition, 49 seats plus courier, toilet, fridge, coffee machine, TV/video, Voith retarder, Webasto, air suspension.

£39,000 + VAT.

Telephone: 0375 673482 days or
0375 670163 nights

SETRA

BEWARE

OF BARGAINS IN...

LIFERAFTS**PARACHUTES****BRAIN SURGERY**

...AND

SECONDHAND COACHES

You could pay dearly for today's cut-price vehicle.

Quality costs.

And Kässbohrer has never compromised on quality.

**...CALL US NOW FOR OUR LATEST
LISTS OF NEW AND USED VEHICLES**Harry Kell 0932 843685
(Southern Area Manager)Andy Timms 0625 877658
(Northern Area Manager)**0522 500115****Kässbohrer**

Setra. Perfection in coaches.

Kässbohrer (UK) limited, Sadler Road, Doddington Road Industrial Estate,
Lincoln, LN6 3RS. Telefax: 0522 500118

SETRA

**1986 SETRA
S228DT**

74 seats, white, Mercedes V8 engine, 7 speed, ZF manual gearbox, toilet, drinks, fridge, radio/pa, video/TV monitors, MoT Jan '92.

£70,000 + VATP/X considered
Wilson's Coaches Ltd
Carnwath
0555 840249

(17536/SE)

MINIBUSES

**FORD TRANSIT
16 + 5 SEATS
MINICOACH**

Dormobile body, power door, destination gear, brand new/delivery mileage. 12 months MoT

**Offers around
£18,450 + VAT.
Tel 0565 755555**

(17510/MB)

MINIBUSES

1982 LT VW, 8 seater, MoT 3/91, £1,450 plus VAT. 1979 LT VW, 8 seater, MoT 3/91, £1,200 plus VAT. Tel. 081 965 53333. (17643/MB)**NOVEMBER 1989 LEYLAND DAF 400, G reg, diesel, 16 highback seats, high roof, 14,500 miles only, many extras, MoT to November 1991. £11,300 + VAT. Tel. 0702 549893 (Essex). (12573/MB)****1982 X REG
MERCEDES 508D**

Reeve Burgess, 21 seats, MoT May '91, luggage racks, radio/cassette, plain white exterior.

£7,500 + VAT**Tel. 0753 22033**

(17531/MB)

**1980
MERCEDES 307D**

12 moquette seats, taxed, long PSV test, choice of three (lost contracts).

£2,000 ono + VAT each**Tel: 0742 787868
Daytime**

(17477/MB)

1986

C Reg Transit. 12 seats, PSV, overdrive, tested Feb 92, vgc.

£5,000 + VAT**TEL:****0923 263843**

(12538/MB)

1984 Ford Transit, 16 seat Mellor Conversion, h/back seats, o/drive, new floor and side panels. Re-painted white, MoT applied for. Tel. 0848 30376, SW Scotland. (17505/MB)**PMT ENGINEERING**

Ex-Demonstrator 33 seat AMI Coach

New 33 seat AMI Coach

New 20 seat DAF 400 Minicoach

**Contact: Helen Bailey
(0782) 744744**

(17550/MB)

**PEUGEOT TRIAXLES BUS
SPEC**

22 + 7, G reg, long MoT, virtually immaculate, white, choice of two.

£12,750**Dobsons, Northwich
Tel. 0606 42778**

(17493/PC/MB)

**1990 TOYOTA OPTIMO
21 seats**

White exterior (removable vinyl letters). Red interior - seats/pleated curtains/carpet, table with lamp, wired for audio, video, drinks, owner driver, dealer maintained, full MoT, 28,000 miles only, as new condition. Available 1st week April.

£31,950 + VAT ono**Tel. (0943) 465591 (W Yorks)**

(17547/PC/MB)

**WEST DURHAM COACH SALES****1988 TOYOTA OPTIMO GL, 19 seats, MoT July '91, excellent condition, suitable for top executive work.****1988 TOYOTA OPTIMO GL, 21 seats, MoT Dec '91, very tidy coach, ideal for private hire or tour work.****1987 TOYOTA OPTIMO GL, 18 seats, TV/Video, hot water & fridge, good all round machine.****1988 TOYOTA OPTIMO GL, 21 seats, very good condition.****1987 TOYOTA OPTIMO GL, 19 seats, MoT July '91, very tidy vehicle for private work, highly presentable.****1988 FORD TRANSIT DORMOBILE, 16 seat, MoT July '91, service vehicle, power door, very handy.****1985 FORD PLAXTON PARAMOUNT BODY, 35 seat, facilities for TV & Video. Outstanding value.**

For further details contact:

IAN TREVIS - (0388) 811848

(12555/MB)

MINIBUSES

Carlyle

BUS CENTRE

★ **SELECTED USED MINIBUSES** ★

★ WIDE CHOICE ★ HIGH QUALITY ★ KEENEST PRICES ★ FLEXIBLE FINANCE ★

**FULL STAGE SPECIFICATION CARLYLE BODIED
MINIBUSES WITH CURRENT PSV**

1985/6 'C' TRANSIT 16 seat, from ... £4750 1987 'D' SHERPA 20 seat, from ... £5950
 1986/7 'D' SHERPA 16 seat, from ... £4500 1989 'G' SHERPA MkII 20 seat, from £16,500

★ **TWENTY-FIVE SEATERS** ★

IVECO CARLYLE DAILY BUS

1988 Manual from £14,950

1990 Automatic and Retarder from £24,950

★ HIRE PURCHASE ★ LEASING ★ CONTRACT HIRE ★ PERSONAL LOAN FINANCE ★

Contact Andy Greenway for full details and this weeks stock list.

All prices are subject to VAT. The year quoted is the year of initial registration. Offers are subject to availability.
 Carlyle Bus Centre is a Licenced Credit Broker. Finance is subject to status.

021-454-4808

Carlyle Bus Centre Limited, Waterworks Road, Edgbaston, Birmingham B16 9DB.
 Fax: 021-454 5356.

(15965/MB)

1987 (D) Freight Rover 2.5 diesel. 16 high back moquette seats, radio cassette, high mileage, hence only **£5,750 + VAT ono**. Tel. John MacEwan, Dumfries, 0387 710357. (17485/MB)

MERCEDES 811D Executive Mini-coach, 3 tables, fridge, wc/washroom, 2 TV/Videos, stereo PA, full draw curtains, exhaust, brake, big boot, Eberspacher heater, reclining seats, bar, air con. In excellent condition, 1987. Sensible Offers. Tel. 0932 254795 day, 0932 241115 after 6pm. (17497/MB)

1984 IVECO FORD, 12 seater, Vogel seats, TV, hi top, air conditioning unit, tested 4/91. Choice of two. **£4,250 plus VAT**. Tel. 081 965 53333. (17642/MB)

1984 B FREIGHT ROVER DIESEL PSV, 16 seats, full coach trim, h/b seats, radio, four speakers, taxed and MoT, September 1991. **£4,750 + VAT**. Tel. 0222 795 233 South Wales. (12564/MB)

1984 MERCEDES 608D, 21 or 19 seater with boot minicoach, one owner, 12 months MoT, immaculate. **£10,500 ono + VAT**. Bookhams Coaches. Tel. 0372 452330. (12571/MB)

57 PLAXTON TYPE SEATS, autumn stripe, first class original condition, sensible offers. Tel. (0453) 884102 (Gloucs). (17404/SE)

1979 FORD TRANSIT, 12 seater PSV, £850 ono. Tel. (08772) 395. (17463/MB)

UNCLASSIFIED

SUSSEX BUS and COACH SALES

1972 BEDFORD ELITE, 45 seater £1,200 + VAT
 1975 BEDFORD ELITE, 45 seater £1,750
 1973 LEYLAND LEOPARD s **SOLD** w test £2,995
 1974 FORD WILLOWBROOK service **SOLD** £2,600
 1976 BEDFORD ALEXANDER service bus, tested £2,200
 1972 DAIMLER FLEET LINE, 74 seats, test Nov '91 £1,900

ALL VEHICLES SUBJECT TO VAT

Pre 1978 short/untested buses and coaches bought for CASH

Tel. 0273 517417 days or 0273 516814 eves/w/ends

(17599/UN)

1988 E Volvo B10M Plaxton 3500, 47/53 seats Executive, MoT 6.12.91. **£69,950 + VAT**. 1985 B Leyland Tiger Plaxton 3500, 49 seat Executive, MoT 15.3.92 **£39,950 + VAT**. 1984 A Bedford Duple Laser, 53 seats, MoT 26.3.91. **£19,500 + VAT**. 1982 X Leyland Tiger Viewmaster, 44 seat Executive, MoT 31.10.91. **£19,950 + VAT**. 1980 W Leyland Leopard Duple, 49 r/seats, MoT 28.4.91. **£10,950 + VAT**. 1978 S Leyland Leopard Plaxton 49 r/seats, Tiger engine, MoT 21.3.92. **£7,950 + VAT**. Tel. Congleton 0260 276067/273543. (17508/UN)

1984 Berkhoff, 60 seater, **£48,000**. 1979 Volvo B58 Duple Dominant II, 57 seater, **£13,000**. 1978 DAF Plaxton 58 seater, **£12,000**. 1982 AEC Duple, 45 seater, 7' 10" wide, **£9,000**. 1982 Leyland Leopard 7' 10" wide, **£14,000**. Telephone 0271 72800 (eve). (12550/UN)

1984 BOVA CALYPSO. Full Executive, reconditioned engine and gearbox just fitted. **£35,000 ono + VAT**. 1986 CAETANO VIANA, 22-seater, new test, part exchange considered for 16/19-seater, **£18,000 ono + VAT**. Tel. 061 633 2559. (17465/UN)

**VANGUARD
BUS AND COACH SALES**

FED UP WITH FISHING AROUND IN RETAIL PRICES? TRY THESE NETTS FOR SIZE

1988 Talbot Pulman Express, 20 seats, very nice condition, MoT, substantial savings on new **£11,500**
 1986 Sherpa, 16 seat, long MoT, choice of 2 **£4,950**
 1984 Transit, 14 seater, long MoT, non PSV, petrol **£1,800**
 1983 Tiger 245 Paramount 3200, 53, express, vgc, new MoT, repainted in two pack gloss white **£28,500**
 1983 Tiger 245 Paramount 3200 Exec, vgc, MoT '91 **£26,500**
 1982 Volvo B58 Dominant IV 12 Metre, 53 reclining seats, P/D, MoT **£21,500**
 1982 Leyland Tiger 245, Dominant IV, 53, tinted windows, vgc, Eberspacher, long MoT **£21,500**
 1975/6/7 Leyland Leopard, s/a, Plaxton Supreme, power door, various MoT From **£4,000**

P/X considered, finance available at very competitive rates, existing HP settled (subject to status). Short and long term hiring available. (17543/UN)

Telephone: (COVENTRY) 0203 490669
 Fax 0203 643355 Mobile 0831 155071

Travellers Coach Co. Ltd**LEYLAND TIGERS**

1984/5

245 manual Van Hool Alizee 'H', 51 reclining seats, two entrances, radio PA, new test. **1984 £40,000. 1985 £42,600.**

VOLVO B10M

1983 JONCKHEERE P50

48 reclining seats, centre sunken toilet, n/s, TV, video, coffee, fridge. **£37,500.**

Tel: Bob Vale Coach Sales 081 574 3424

(17468/UN)

1983

LEYLAND 245

Semi auto, 3500 Plaxton, 46 recliners + courier, toilet, wash room, double glazing, continental door, seat belts, public address.

£36,000 + VAT

Tel: 0244 531042

(12585/UN)

2 X VOLVO B10M, 1990 Jonckheere Deauville, 51 seats, demountable toilet, TV, driver's bunk, phone, all white, as new, not smoked in, carpets, all service records, better than new, very low mileage, **£90,000**. AEC 53, Plaxton, W Reg, excellent condition, new batteries, tyres, very good, interior good, used on our tours! White/blue, MoT Oct '91, **£9,500**. E REG MERCEDES, 709, 21 seater, large seats, curtains, radio, armrest, good boot, very clean, 20mpg, used on our tours! White with stripes, **£17,500**. E REG FORD DEANS GATE, 15 seats, immaculate, low mileage, white, red stripes, any trial, all records, why buy new? **£8,500**. All belong to Harris Super Coaches of Bromsgrove. Tel. (0527) 72857. (17518/UN)

Kelvin Central Buses Ltd

AN EMPLOYEE OWNED COMPANY

1977 Volvo Ailsa Mk1, Alexander body, 79 seats (5 vehicles)

1979 Volvo Ailsa MkII, Alexander body, 79 seats (6 vehicles)

1976/77 Leyland Leopard, Alexander 'Y' type body, 53 seats, power steering, manual transmission – ideal for driver training

For further information contact Joe Gilchrist, Engineering Director. Tel: 0698 63575

(17511/UN)

**BLYTHSWOOD
MOTORS LTD**1175 ARGYLE STREET,
GLASGOWAll Mercedes 2 years warranty
or 200,000 kilometres**NEW MERCEDES 709D**, coachbuilt, 29 + 10
standees, test, glider door, £31,000 net stock.**NEW MERCEDES 811D**, Executive, 24 seats, tables
v large boot. Stock.**NEW MERCEDES 811D**, Coach Built 33 coach or
service, wide ent, p/door, 10 standees, 7 days.**NEW MERCEDES 814D turbo**, c/b, 33 c/seats,
armrests, boot, full spec. Stock.**NEW MERCEDES 609D**, power door, 24 c/seats,
2 weeks delivery or 26 man/door, 7 days.**NEW MERCEDES 814D**, coach built, 33 luxury, power
swivel door, large boot, 7 days.**NEW MERCEDES 814**, 33 a/rests, man door, f/spec.
Stock.**NEW MERCEDES 709**, manual, 29 + 10 standees.**NEW MERCEDES 811**, 29 + 13 standees, auto, early.**NEW MERCEDES 609D**, 29 seats, large boot, 7 days.**NEW MERCEDES 609D**, 24 c/seats, p/door, 7 days.**NEW TRANSIT 20**, power door, power steering, air
suspension, + 4 standees. Stock.**NEW TRANSIT 16**, Hi-roof, diesel, coach seats. Stock.**NEW TRANSIT 16**, diesel, 5-speed, s/door. Stock.**NEW TRANSIT**, 15 seats, 5-speed, diesel & petrol, stock.**NEW TRANSIT 15**, diesel automatic, early.**NEW TRANSIT 14**, diesel, 5-speed, luxury, stock.**NEW TRANSIT 16**, diesel, power door, coach seats + 5
standees, luxury or service spec, stock.**NEW TRANSIT 20**, power door, plus 4 standees, diesel,
5-speed, choice coach or service seats. 2 weeks.**NEW DAF 400**, 16 coach spec, w/floor tailfitter fitted and
certified PSV, 2 weeks.**NEW DAF 400**, diesel, 16 PSV, hi spec, stock.**NEW TALBOT 12**, PSV, diesel, 5-speed, stock.**NEW TALBOT 14**, wheelchair ramp, diesel, 7 days.**NEW MERCEDES 709D**, 27 + w/chair lift, 3 weeks.**NEW MERCEDES 508**, 18 seats or 4 w/chairs and lift.**NEW MERCEDES 410**, luxury 16, 7 days.**NEW MERCEDES 408**, luxury, 15 and 16 seats, 14 days.**NEW MERCEDES 308**, high roof, 12 & 14 seats. Stock.**ALL OPEN TO
REASONABLE OFFERS****90 TRANSIT**, 16, side door, PSV, diesel.**89 (G) TRANSIT**, 14 PSV high back, diesel.**89 MERCEDES 811**, 33 coach seats, P.D. D.P.**88 TALBOT PULMAN**, 20 seats, power door,
standees.**88 MERCEDES 609D**, power door, 24 coach seats.**87 MERCEDES 609D**, 25 coach seats, tested.**87 TRANSIT 12**, D.LWB, PSV tested.**87 TALBOT 12**, diesel, 5 speed.**87 (D) FREIGHT ROVER**, 16 high back.**87 TRANSIT 12**, PSV, diesel, 0D, new shape.**87 (E) FREIGHT ROVER**, Deansgate, 16 diesel.**86 MERCEDES 608**, 21 seats, long test.**86 MAN BERKHOFF**, Exec. tested.**86 MERCEDES 608D**, 21 seats, excellent.**86 OPTARE CUB**, auto, 33 p/door & standees.**86 (E) IVECO CAETANO**, 24 air door, dual purpose.**86 VAN HOOL LEYLAND**, 2F, 53 recl, new test.**86 DATSUN DIESEL**, crew bus, h/roof, low mileage.**86 (D) TRANSIT**, diesel, 12 PSV, new shape.**86 TRANSIT 12**, diesel, SWB, new shape.**86 MERCEDES 307**, high roof, u/tail lift.**85 MERCEDES 608**, 27 seater, new test.**85 TALBOT**, 14 PSV, diesel, high roof.**85 (B) MERCEDES 608**, 15 seats + underfloor
tailfitter, full PSV or 27 PSV.**85 TALBOT**, 12 PSV, petrol.**85 VOLVO ALGARVE**, 49/53 toilet, video, new test.**85 TRANSIT 16** Di coach seats, tested.**85 IVECO BEJA**, 18 seat, power door.**84 MERCEDES 608D**, 27 coach seats, tested.**84 IVECO**, 31 coach seats, power door, tested.**84 DAF JONCKHEERE MB200**, Exec 49 + video.**83 JONCKHEERE VOLVO**, twin deck, exec, full spec.**83 TRANSIT**, 16 petrol, h/back, £1,200 PSV.
No test.**83 DODGE R BURGESS**, diesel, auto, 17 F door.**83 VOLVO BERKHOFF**, exec full spec.**82 TRANSIT**, 12 LWB, PSV, petrol, 0/D. £1,000.**82 TRANSIT**, 12 diesel, PSV, LWB, tested.**82 VOLVO VAN HOOL ALIZEE**, Exec, new test.**81 DAF 200** Exec, 48 + TV, Alpha, new test. Offers**81 MERCEDES**, 207, diesel, PSV, 12 seats.**81 VOLVO B58**, 53 large seats, Duplex II.**80 LEYLAND WILLOWBROOK** SA Express.**79 FORD TURBO Duplex II**, 35 seats, tested.**79 FORD 53** Plaxton, testing. Offers.**78 FORD PLAXTON**, 53, new test. Offers.**77/76 LEYLAND NATIONAL** 11.3 metre, 49 +
standees. Testing.**76 FORD PLAXTON**, 53 seats. Offers.**76 BRISTOL**, 43 express doors, coachseats.**76 FORD**, 45 Plaxton, new test.**76 BEDFORD SPACE CAR**, 43 rec, no test. Offers.**75 FORD**, 45 seat Plaxton, new test. Offers.**75 VOLVO**, 53 seats, Duplex, 8-speed.**75 LEYLAND Duplex**, 53, S/A, tested. Offers.**75-77 LEYLAND** Atlantean, Alexander, D.D.**82 DODGE**, 26 seats, PSV, diesel, no test,
good mechanically. £2,000 ono.**WANTED FOR CASH -
MINIBUSES & MIDIBUSES
- ALL MAKES & SIZES.
IMMEDIATE HP SETTLEMENT.**Tel. 041 221 3165 or
041 639 6107 Eves
OPEN 7 DAYS (17372/UN)**1985 DAF SB2300 JONCKHEERE**, 49/51
seats, fridge, TV/video, toilet, driver's
bunk, air conditioned, radio/PA, MoT
16.2.91 and 10.3.92. Choice of two.
£45,000 + VAT each.**1984 DAF MB200 VAN HOOL ALIZEE H**,
51/55 seats, toilet, driver's bunk, drinks,
TV/video, Webasto, new MoTs. Choice
of two. £45,000 + VAT each.**1984 VOLVO JONCKHEERE P90**, 59 seats,
toilet, drinks, driver's bunk, fridge,
video/TV monitors, new MoT.
£45,000 + VAT.**1983 VOLVO JONCKHEERE**, 51 seats,
toilet, drinks, driver's bunk, TV/video,
MoT February 1992. £40,000 + VAT.**1983 LEYLAND TIGER VAN HOOL ALIZEE**
H. 50 seats, toilet, TV/video, radio/PA,
MoT 11.4.91. £35,000 + VAT.**1981 VOLVO B58 AIR/LEAF SPRING, VAN**
HOOL ALIZEE N/H. 53 reclining seats,
radio/PA, MoT 17.2.92. £28,000 + VAT.**1980 VOLVO B58 DUPLX LIM**, 53 seats,
power door, new MoT. £13,000 + VAT.**1980 VOLVO B58 DUPLX 12M**, 55 seats,
power door, MoT July 1991.
£13,000 + VAT.**1979 VOLVO B58 DUPLX 12M**, 53 'E' Type
seats, power door, MoT October 1991.
£12,000 + VAT.**1979 VOLVO B58 DUPLX 12M**, 50
Chapman recliners, power door, New
MoT. £12,000 + VAT.*P/X considered including late
type service buses or minibuses.***WILSON'S COACHES LTD
CARNWATH 0555 840249**

(17535/UN)

1983 BEDFORD PARAMOUNT
48 reclining seats,
courier seat, toilet, curtains,
radio PA, good condition,
MoT March '91.
£21,000 + VAT**1983 BEDFORD PARAMOUNT**
33 reclining seats, curtains,
radio PA, good condition,
MoT April '91.
£17,000 + VAT
Tel. 081-893 2030
(17526/UN)**29 SEATER BEDFORD/PLAXTON
SUPREME**, 1978, power door,
Telma, Bristol dome, radio,
electrics isolator, discs, MoT May
1991. £7,750 ono plus VAT.**29 SEATER BEDFORD/PLAXTON
SUPREME**, 1979, power door, radio,
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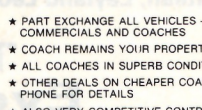
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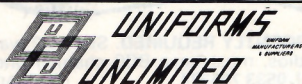
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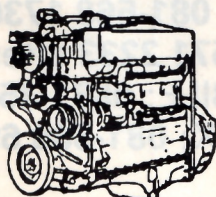
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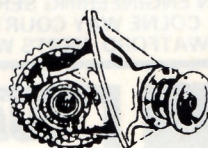
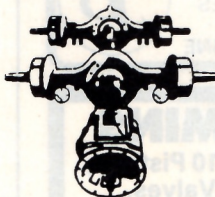
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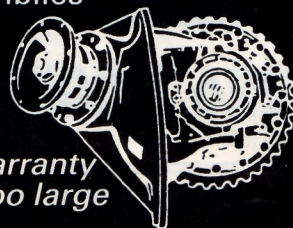
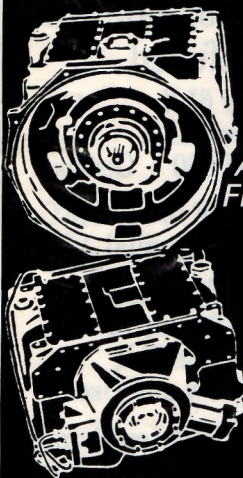
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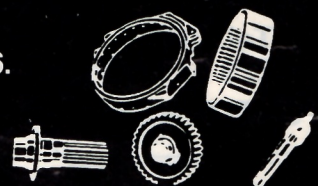


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For Sale on the above premises

Friday 8th March at 11am

Further details from the Auctioneers

JEFFERYS**(0208) 872245**

(17492/AU)

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**EAST LINCOLNSHIRE
MINI/MIDI COACH BUSINESS**

Four vehicles with 6 daily contracts and regular private hire. Leasehold premises - includes workshop and offices.

£85,000 negotiable

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BRISTOL AREA. Freehold yard approx 1½ acres with workshop approximately 4,000sq ft. Living accommodation if required. For sale with vehicles and contracts. **Box Number 17393, Wentworth House, Wentworth Street, Peterborough PE1 7DS.**
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4 motor coaches, High Street Office, well equipped, projected turnover approximately £1,000,000. Well advertised and known in Yellow Pages. Forward contracts, garage facilities offered in South London area. Business situated in

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Fully equipped workshop offering specialist coach servicing and repairs.

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With high spec coaches, for continental touring.

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NEW CITYLINER

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hot drinks, excellent
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£42,500 + VAT

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(16043/NE)

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FOR ONLY **£27.00** + VAT

Send your picture, colour or black and white, and
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Coachmart Classified,
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Tel: 0733 898111
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Cover arranged for single vehicles
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Owing to proprietor's ill health will consider genuine reasonable offers.

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(12561/BFS)

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To be sold as a going concern with or without premises. Has tremendous potential for future development. Full details including balance sheets showing good profits and growth.

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(17548/BFS)



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12th COACH OPERATORS WORKSHOP
22nd-24th MARCH 1991**

Torquay Hotels Association are holding their 12th Workshop for Coach Operators/Organisers at the English Riviera & Leisure Centre Torquay on the 22nd-24th March, 1991.

All Bona-Fide Operators and Organisers are invited for a weekend at our English Riviera Resort.

If you have not received your invitation by NOW please contact the Secretary for further information.

**TORQUAY HOTELS
ASSOCIATION
12 WALNUT ROAD,
CHELSTON,
TORQUAY. TQ2 6HS.
TEL: (0803) 605808**

(12594/BO)

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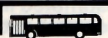
50p PER WORD!
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FROM £12.50 + VAT

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BARGAIN BUS

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Plaxton body, MOT and
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£4,000

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ONLY £25.00 + VAT (Maximum
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DISPLAY YOUR
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TO 30 WORDS!

ONLY £55.00 + VAT
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THE BETTER YOU TELL IT - THE FASTER YOU CAN SELL IT!

1. Choose your advertisement style (please tick)

A STANDARD POSITION

minimum 25 words

x 50p = £

No of words + VAT

B BARGAIN BUS

x £25 = £

No of weeks + VAT

C PICTURE COACH

x £55 = £

No of weeks + VAT

D BOX NUMBER

x £8 = £

No of weeks + VAT

2. What is the best classification for your advertisement? _____

3. ▼ Start your advertisement here - one word per box - minimum 25 words - PLEASE WRITE CLEARLY IN BLOCK CAPITALS

4. Your Name
Company Name
Address

Postcode Tel:

5. I enclose a cheque/postal order for £ _____
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No.

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(Bus & Coach Sales)

A large selection of
Leyland National service buses,
73/74/75,

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1982 LEYLAND CUB. Reeve Burgess body, 32 seats.
1982 LEYLAND LEOPARD 680, semi auto Plaxton, 50 reclining seats, MoT May 1991.
1979 VOLVO B58 DUPLÉ DOMINANT, 53 seats, MoT July 1991.
1975 BEDFORD with Plaxton Elite body. 500 engine, 53 seats.
1984 LEYLAND DOYANN, 49 seats, painted in white.
1984 VOLVO B10M VAN HOOL EXEC, 49 reclining seats, toilet, drinks machine.



A CHOICE OF 60

DOUBLE DECKERS

BRISTOL VRT, Leyland engines, ECW, 74 seats, 1975-79-80.

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SOLD

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Also Gardner Engine
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UNLOCK CASH FROM YOUR COACH
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WHY NOT HIRE COACHES LIKE THIS
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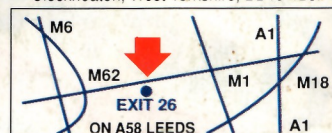
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